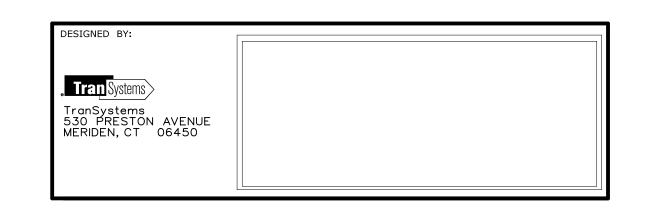
12 - STRUCTURAL

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DRAWING INDEX

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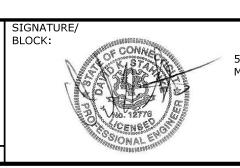
DESIGNER/DRAFTER:

C DONOHUE

CHECKED BY:

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Tran Systems

530 PRESTON AVENUE
MERIDEN, CT 06450

NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

| TOWN: | | | |
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| | | MERIDEN | |
| DRAWING | TITLE: | | _ |

PROJECT NO.

170-3155

DRAWING NO.

STI-001

SHEET NO.

03.12.001

Filename: ...\FA_CGR_CPS_0170-2296_079__06_STI__001.dgn

DESIGN CRITERIA

DC-1 BUILDING CODES AND SPECIFICATIONS: A. CONNECTICUT STATE BUILDING CODE, 2005, WITH 2009 AMENDMENT B. INTERNATIONAL CODE COUNCIL (ICC), 2003 INTERNATIONAL BUILDING CODE C. AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE), MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES, ASCÉ 7-02 D. STATE OF CONNECTICUT DEPT. OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION, FORM 816, 2004 E. AMTRAK STANDARD TRACK PLAN FOR MINIMUM ROADWAY CLEARANCE, AM 70050-G F. AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) 1. ALLOWABLE STEEL DESIGN, THIRTEENTH EDITION . AISC-341 SEISMIC PROVISIONS FOR STRUCTURAL STEEL BUILDINGS 3. AISC SPECIFICATIONS FOR THE DESIGN OF STEEL HOLLOW STRUCTURAL SECTIONS, APRIL 1997 G. AMERICAN CONCRETE INSTITUTE (ACI), BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE, ACI 318-08 H. AMERICAN WELDING SOCIETY (AWS) 1. STRUCTURAL WELDING CODE AWS D1.1 2. STRUCTURAL WELDING CODE AWS D1.8 DC-2 DESIGN LOADS CRITERIA: A. LIVE LOADS 1. ROOF 30 PSF MINIMUM 2. PLATFORM 150 PSF 3. STAIRS, RAMPS & LANDINGS 100 PSF 4. FLOOR & PEDESTRIAN BRIDGE 100 PSF B. SNOW LOADS 1. GROUND SNOW LOAD (Pg) 30 PSF 2. ROOF SNOW LOAD(Pf) 30 PSF (CONNECTICUT MIN.) 3. SNOW IMPORTANCE FACTOR (Is) 1.0 0.9 4. SNOW EXPOSURE FACTOR (Ce) C. CONSTRUCTION LOADS (NOT TO EXCEED DESIGN LIVE LOADS) D. WIND DESIGN CRITERIA 1. BASIC WIND SPEED FOR 3 SEC GUSTS(V) 100 MPH 2. WIND IMPORTANCE FACTOR (IW) 1.0 3. EXPOSURE CATEGORY E. SEISMIC DESIGN CRITERIA SEISMIC IMPORTANCE FACTOR (Ie) 1.0 SITE CLASS D (E USED FOR DESIGN) MAPPED SPECTRAL RESPONSE ACCELATION, SHORT PERIOD (Ss) 0.280 4. MAPPED SPECTRAL RESPONSE ACCELATION AT 1 SECOND (S1) 0.084 SPECTRAL RESPONSE COEFFICIENT AT SHORT PERIOD (Sds) 0.294 6. SPECTRAL RESPONSE COEFFICIENT AT 1 SECOND (Sd1) 0.134 SEISMIC DESIGN CATEGORY 8. BASIC SEISMIC FORCE RESISTING SYSTEM - STEEL SYSTEM NOT SPECIFICALLY DETAILED FOR SEISMIC RESISTANCE 9. DESIGN BASE SHEAR 22 KIPS 10. SEISMIC RESPONSE COEFFICIENT (Cs) 0.088 11. RESPONSE MODIFICATION FACTOR (R) 3.5 12. ANALYSIS PROCEDURE USED IS EQUIVALENT LATERAL FORCE PROCEDURE F. FLOOD LOAD - NOT APPLICABLE DC-3 FOUNDATION DESIGN CRITERIA: A. FOUNDATION DESIGN IS BASED UPON THE FOLLOWING SOIL PARAMETERS: 1. NET ALLOWABLE SOIL BEARING PRESSURE: A. SPREAD OR CONTINUOUS FOOTINGS 4000 PSF B. LATERAL EARTH PRESSURE PARAMETERS: 1. SOIL DENSITY 112 PCF 2. COEFFICIENT OF ACTIVE PRESSURE (Ka) 0.33 3. COEFFICIENT OF AT-REST PRESSURE (Ko) 0.50 4. COEFFICIENT OF PASSIVE EARTH PRESSURE (Kp) 3.00 5. ANGLE OF INTERNAL FRICTION (phi) 30 DEGREES 6. COEFFICIENT OF FRICTION 0.30 7. MODULUS OF SUB-GRADE REACTION (ks) 200 PCI 42" (CONNECTICUT MIN.) C. FROST DEPTH DC-4 MATERIALS: THE FOLLOWING ASTM DESIGN STANDARDS AND STRESSES SHALL BE THE APPROPRIATE MATERIALS USED FOR THIS PROJECT: ASTM C150 TYPE I OR III A. CEMENT: ASTM C150 TYPE II (CONCRETE IN CONTACT WITH EARTH) B. CONCRETE - MINIMUM COMPRESSIVÈ STRENGTH (f'c) AT 28 DAYS FOR NORMAL WEIGHT CONCRETE, UON: 1. FOOTINGS, WALLS, PIERS & SLABS 4000 PSI 2. PRECAST MEMBERS 5000 PSI C. NON-SHRINK LEVELING GROUT ASTM C1107, f'c= 5000 PSI AT 28 DAYS D. REINFORCEMENT: 1. DEFORMED BARS ASTM A615, GRADE 60 2. WELDED WIRE FABRIC ASTM A884 3. EPOXY COATED BARS ASTM A775 E. STEEL: ASTM A992 1. STRUCTURAL STEEL WIDE FLANGE & T-SECTIONS 2. STRUCTURAL ANGLES, CHANNELS AND PLATES ASTM A36 ASTM A572, GRADE 50 3. BASE PLATES ASTM A500, GRADE B 4. HOLLOW STRUCTURAL SECTIONS ASTM A53, GRADE B 5. STRUCTURAL STEEL PIPE 6. HIGH STRENGTH BOLTS ASTM A325-N OR -TC 7. ANCHOR RODS ASTM F1554, GRADE 55 8. HEADED SHEAR STUD ASTM A108 TYPE B 9. WELDING ELECTRODE AWS A5.1 OR A5.5 E70XX 10. STEEL DECK AND METAL STUDS ASTM A653

GENERAL

- G-1 METHODS, PROCEDURES AND SEQUENCES OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND IMPLEMENTING THE NECESSARY PRECAUTIONS TO MAINTAIN AND ENSURE THE INTEGRITY OF THE STRUCTURE AT ALL STAGES OF CONSTRUCTION.
- G-2 TEMPORARY BRACING, SHEETING, SHORING, ETC, REQUIRED TO ENSURE THE STRUCTURAL INTEGRÍTY/STABILÍTY OF THE EXISTING BUILDINGS, SIDEWALKS, UTILITIES, ETC, DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER EMPLOYED BY THE CONTRACTOR.
- G-3 IMPLEMENTATION OF JOB SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE
- G-4 SLEEVES OR BLOCK-OUTS REQUIRED FOR PASSAGE OF DUCTWORK, PIPING, DRAINS, CONDUIT, ETC, IN ADDITION TO ANCHORS AND HANGERS REQUIRED FOR EQUIPMENT AND PIPING AND UNDER-SLAB UTILITIES ARE NOT SPECIFICALLY NOR GENERALLY, INDICATED ON THE STRUCTURAL DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING SUCH REQUIREMENTS PRIOR TO FABRICATION OR ERECTION OF THE STRUCTURE. PENETRATIONS ARE SUBJECT TO APPROVAL BY THE STRUCTURAL ENGINEER OF RECORD.
- G-5 DIMENSIONS AND INSTALLATION DETAILS OF PURCHASED EQUIPMENT MUST BE VERIFIED AND COORDINATED WITH THE SUPPORTING STRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING SUCH REQUIREMENTS FROM SUBCONTRACTORS AND EQUIPMENT SUPPLIERS ALONG WITH COORDINATING THE LOCATIONS AND DETAILS FOR THESE ITEMS PRIOR TO FABRICATION OR ERECTION OF THE SUPPORTING STRUCTURE. ANY CONFLICTS BETWEEN THESE ITEMS AND THE BUILDING STRUCTURE IS TO BE BROUGHT TO THE ATTENTION OF THE STRUCTURAL ENGINEER OF RECORD FOR RESOLUTION.
- G-6 THE CONTRACTOR IS TO REFER TO THE ARCHITECTURAL DRAWINGS FOR DIMENSIONS AND DETAILS NOT PROVIDED.
- G-7 WORK NOT INDICATED ON A PART OF THE DRAWINGS, BUT REASONABLY IMPLIED TO BE SIMILAR TO THAT SHOWN AT CORRESPONDING LOCATIONS, IS TO BE REPEATED.
- G-8 EXISTING BUILDING INFORMATION SHOWN IS BASED UPON EXISTING BUILDING DOCUMENTS AND/OR FROM FIELD OBSERVATION. THE INFORMATION CONTAINED HEREIN MAY REQUIRE ADJUSTMENTS AND/OR MODIFICATIONS TO CONFORM TO EXISTING CONDITIONS. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING BUILDING INFORMATION SHOWN (DIMENSIONS, ELEVATIONS, ETC) AND NOTIFY THE STRUCTURAL ENGINEER OF RECORD OF ANY DISCREPANCIES PRIOR TO FABRICATION OF ANY STRUCTURAL COMPONENT.
- G-9 DETAILS DESIGNATED AS "TYPICAL DETAILS," APPLY GENERALLY TO THE DRAWINGS IN AREAS WHERE CONDITIONS ARE SIMILAR TO THOSE DESCRIBED IN THE DETAILS.
- G-10 SHOP DRAWINGS:
 - A. SHOP DRAWINGS FOR ALL MATERIALS ARE TO BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO THE START OF FABRICATION OR COMMENCEMENT OF WORK PER THE PROJECT SPECIFICATIONS.
 - B. SHOP DRAWINGS MUST BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION. THE CONTRACTOR'S STAMP OF APPROVAL WILL CONSTITUTE CERTIFICATION THAT THE CONTRACTOR HAS VERIFIED ALL FIELD MEASUREMENTS, CONSTRUCTION CRITERIA, MATERIALS AND SIMILAR DATA AND HAS CHECKED EACH DRAWING FOR COMPLETENESS, COORDINATION, AND COMPLIANCE WITH THE CONTRACT DOCÚMENTS.
 - C. REPRODUCTION OF ANY PORTION OF THE STRUCTURAL CONTRACT DRAWINGS FOR SUBMITTAL AS SHOP DRAWINGS IS PROHIBITED. D. CHANGES TO SHOP DRAWINGS THAT ARE RE-SUBMITTED MUST BE CLOUDED OR SOMEHOW INDICATE THAT A CHANGE HAS BEEN MADE TO
 - THE PREVIOUSLY ISSUED AND REVIEWED DRAWING. E. THE CONTRACTOR IS TO PROVIDE THE ENGINEER WITH WRITTEN NOTICE OF DEVIATIONS OF ANY TYPE FROM THE REQUIREMENTS OF THE CONSTRUCTION DOCUMENTS. THE NOTICE MUST BE RECEIVED PRIOR TO SHOP DRAWING SUBMITTAL. THE CONTRACTOR REMAINS LIABLE FOR ANY DEVIATION UNLESS REVIEWED BY THE ENGINEER AND ACKNOWLEDGED IN WRITING, PRIOR TO THE RECEIPT OF THE SHOP DRAWINGS.
- G-11 AREAS OF EXCAVATION CONTAIN CONTAMINATED SOIL. REFER TO DWG. ENV-1 AS WELL AS ASSOCIATED SPECIFICATIONS FOR STOCKPILING, HANDLING, AND REMOVAL FROM SITE.
- G-12 WORK WHICH IS WITHIN THE INFLUENCE LINE OF THE TRACK OR WORK THAT IS WITHIN 50' OF THE TRACK CENTERLINE AND HAS THE POTENTIAL TO AFFECT TRACK STABILITY SHALL REQUIRE TRACK MONITORING. REFER TO THE SPECIAL PROVISION "TRACK MONITORING".

FOUNDATIONS

- F-1 FOUNDATIONS ARE TO BE PLACED ON 12' GRANULAR FILL COMFORMING TO THE REQUIREMENTS OF CONNDOT FORM 816 SECTION 2.14.
- F-2 ELEVATIONS SHOWN ON THE DRAWINGS AT WHICH FOUNDATIONS BEAR ARE APPROXIMATE AND MAY VARY TO SUIT SUBSURFACE SOIL CONDITIONS. ANY BOTTOM OF FOOTING ELEVATIONS AT FOOTING STEP LOCATIONS, SHOWN ON THE DRAWINGS, ARE TO BE FIELD VERIFIED AND ADJUSTED AS REQUIRED SO THAT FOUNDATIONS BEAR ON MATERIAL OF AT LEAST THE CAPACITY NOTED ABOVE.

FOUNDATIONS (CONTINUED)

- F-3 PRIOR TO PLACING CONCRETE, ANY WATER PRESENT IS TO BE PUMPED OUT FROM THE BOTTOM OF EXCAVATIONS TO A LEVEL APPROVED BY THE GEOTECHNICAL ENGINEER.
- F-4 NO BACKFILLING AGAINST WALLS IS TO BE DONE UNTIL THE SLABS AT THE TOP AND BOTTOM HAVE BEEN PLACED OR ADEQUATE SHORING HAS BEEN PROVIDED. WALLS AND GRADE BEAMS HAVING BACKFILL AGAINST BOTH SIDES ARE TO HAVE BACKFILL PLACED ON BOTH SIDES SIMULTANEOUSLY.

REINFORCED CONCRETE

- C-1 MIXING, TRANSPORTING, PLACING AND TESTING OF CONCRETE IN ACCORDANCE WITH ACI 301.
- C-2 PRIOR TO CONCRETE PLACEMENT, THE CONTRACTOR MUST SUBMIT CONCRETE MIX DESIGNS FOR EACH TYPE OF CONCRETE TO BE USED, PREPARED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS TO STRUCTURAL ENGINEER OF RECORD FOR REVIEW.
- C-3 THE SLUMP AT POINT OF PLACEMENT IS NOT TO EXCEED 4"(+/-) 1" AND THE WATER/CEMENT RATIO IS NOT TO EXCEED 0.45. IF INCREASED SLUMP OF 8" IS DESIRED FOR PUMPING, A SUPER-PLASTICIZER ADMIXTURE MAY BE ADDED. A. AIR ENTRAINMENT: 4% TO 5% IN CONCRETE EXPOSED TO FREEZE/THAW.
- C-4 REINFORCEMENT IS TO BE DETAILED, FABRICATED, AND PLACED IN ACCORDANCE WITH THE ACI "DETAILING MANUAL NO. SP-66" (LATEST EDITION).
- C-5 PROVIDE ADEQUATE CONCRETE COVER IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH BY ACI 318.
- C-6 REINFORCEMENT IS TO BE SECURELY HELD IN PLACE WHILE PLACING CONCRETE. IF REQUIRED, ADDITIONAL BARS, STIRRUPS, OR CHAIRS WILL BE PROVIDED BY THE CONTRACTOR TO FURNISH SUPPORT FOR ALL BARS WHERE NECESSARY DURING CONSTRUCTION.
- C-7 CONTINUOUS REINFORCING BARS TO BE TURNED AND LAPPED AT CORNERS AND INTERSECTIONS OF WALLS AND FOOTINGS. LAP SPLICES TO BE CLASS B TENSION SPLICES PER ACI 318. HOOKED BARS TO HAVE STANDARD ACI HOOKS UNO.
- C-8 CONTINUOUS TOP BARS TO BE SPLICED AT MID-SPAN. CONTINUOUS BOTTOM BARS TO BE SPLICED AT CENTERLINE OF SUPPORTS (OR AS SHOWN ON DETAILS).
- C-9 WELDED WIRE REINFORCEMENT IS TO BE SUPPLIED IN FLAT SHEETS ONLY. LAP WELDED WIRE REINFORCEMENT TWO FULL MESH LENGTHS (OR 6" MIN) AT SPLICES AND WIRE TOGETHER. WELDED WIRE REINFORCEMENT TO BE PLACED 1/4 TH THE SLAB THICKNESS FROM THE TOP OF SLABS, UON.
- C-10 SLEEVES, INSERTS, MECHANICAL OPENINGS, CONDUITS, PIPES, RECESSES DEPRESSIONS, CURBS AND OTHER EMBEDDED ITEMS TO BE PROVIDED FOR AS SHOWN ON THE ARCHITECTURAL, MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS AND AS REQUIRED BY EQUIPMENT MANUFACTURERS. INSTALLATION OF THESE ITEMS TO BE COORDINATED AND PROVIDED FOR PRIOR TO PLACING CONCRETE.
- C-11 PROVIDE BLOCK-OUTS AS REQUIRED FOR PRE-CAST CONCRETE PANEL ANCHORAGE. FILL WITH CONCRETE ONCE PANEL IS IN PLACE.
- C-12 ALL EXPOSED EDGES OF CONCRETE SHALL BE BEVELED $\frac{1}{2}$ " X $\frac{1}{2}$ " UNO.

PRECAST CONCRETE

- PC-1 PRECAST CONCRETE UNITS MUST BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE PRECAST/PRESTRESSED CONCRETE INSTITUTE (PCI) DESIGN HANDBOOK AND ACI 318 (LATEST EDITIONS).
- PC-2 PRECAST TO PRECAST AND PRECAST TO FOUNDATION CONNECTIONS, INCLUDING ANCHOR RODS, ARE TO BE DESIGNED AND DETAILED BY THE PRECAST MANUFACTURER, ALL LOOSE STEEL PLATES, CLIP ANGLES, SEAT BRACKETS AND ANGLES, ANCHORS, DOWELS, CLAMPS, HANGERS, AND OTHER MISCELLANEOUS STEEL SHAPES NECESSARY FOR INSTALLING AND SECURING PRECAST UNITS OR PANELS TO THE BUILDING STRUCTURAL SYSTEM MUST BE PROVIDED BY THE PRECAST MANUFACTURER.
- PC-3 PRIOR TO FABRICATION, THE PRECAST MANUFACTURER IS TO SUBMIT TO THE STRUCTURAL ENGINEER OF RECORD FOR REVIEW THE FOLLOWING, PREPARED BY OR UNDER THE SUPERVISION OF A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF WHICH THE PROJECT IS CONSTRUCTED AND BEARING THE SEAL OF THE PROFESSIONAL ENGINEER:
 - A. DESIGN CALCULATIONS OF PRECAST UNITS, INTEGRATED SUPPORT MEMBERS AND CONNECTIONS.
 - B. SHOP DRAWINGS SHOWING ERECTION PLANS, DIMENSIONS, REINFORCING REQUIREMENTS, CONSTRUCTION DETAILS, DESIGN CRITERIA, LOAD CAPACITIES, OPENING SIZES AND LOCATIONS AND FOUNDATION LOADS.
- PC-4 SLEEVES, INSERTS, MECHANICAL OPENINGS, TROUGHS, CURBS AND OTHER EMBEDDED ITEMS TO BE PROVIDED FOR AS SHOWN ON THE ARCHITECTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS AND AS REQUIRED BY EQUIPMENT MANUFACTURERS.
- PC-5 FOR PRECAST CONCRETE RAMP COLOR REQUIREMENT, SEE "PRECAST STRUCTURAL CONCRETE" SPECIFICATION.

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SHEET NO. Plotted Date: 1/27/2014

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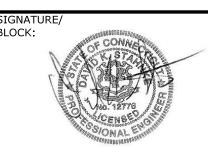
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NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

MERIDEN

170-3155 RAWING NO. **FST-001**

03.12.002

STRUCTURAL NOTES 1

PRECAST CONCRETE (CONTINUED)

- PC-6 ALL OPENINGS (SHOP AND FIELD CUT) MUST BE SHOWN ON FINAL APPROVED SHOP DRAWINGS. FIELD CUT OPENINGS ARE NOT PERMITTED UNLESS SPECIFICALLY SHOWN ON THE SHOP DRAWINGS AND ACCOUNTED FOR IN THE DESIGN BY THE PRECAST MANUFACTURER.
- PC-7 REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS AND REVEALS NOT SHOWN.
- PC-8 COORDINATE WITH ELECTRICAL DRAWINGS FOR GROUNDING REQUIREMENTS
- PC-9 PRECAST CONCRETE PLANKS AND RAMPS:
 - A. PRECAST CONCRETE PLANKS AND RAMPS ARE TO BE DESIGNED FOR SUPERIMPOSED DEAD AND LIVE LOADS INDICATED ON THE DRAWINGS, AND IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES AND REGULATIONS. ADDITIONALLY, DESIGN THE PANELS FOR ALL STRESSES INDUCED BY THE LIFTING AND ERECTION PROCESS
 - B. PRECAST MANUFACTURER MUST CONSULT ARCHITECTURAL, MECHANICAL AND ELECTRICAL DRAWINGS FOR OPENINGS REQUIRED IN PRECAST PLANKS AND RAMPS IN ADDITION TO THOSE INDICATED ON THE STRUCTURAL DRAWINGS. REINFORCE PLANKS AND RAMPS, OR PROVIDE HEADER, AS REQUIRED.
 - C. FOLLOWING ERECTION, DEFLECTION OF PRECAST UNITS ARE NOT TO EXCEED THE SPAN/360 FOR THE SUM OF DEFLECTIONS DUE TO LIVE LOAD AND LONG-TERM SUSTAINED LOADS.
 - D. CONCRETE FOR TOPPING SLABS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH (f'c) OF NOT LESS THAN 5000 PSI AT 28 DAYS.
 - E. SURFACE OF PRECAST PLANKS AND RAMPS TO RECEIVE CONCRETE TOPPING MUST BE CLEANED AND PREPARED IN ACCORDANCE WITH THE RECOMMENDATIONS OF ACI 302.1 (LATEST EDITION).
 - F. COMPOSITE CONCRETE TOPPING TO BE REINFORCED WITH 6x6-W2.9xW2.9 WELDED WIRE FABRIC (FURNISHED IN SHEETS).
 - G. PRECAST PLANKS SHALL HAVE A SMOOTH ALIGNMENT ALONG TRACK-SIDE FACE WHEN TIED TOGETHER. ALLOWABLE TOLERANCE SHALL BE $\frac{1}{8}$ ".

STRUCTURAL STEEL

- S-1 PRIOR TO FABRICATION, THE STEEL FABRICATOR IS TO SUBMIT TO THE STRUCTURAL ENGINEER OF RECORD FOR REVIEW THE FOLLOWING:
 - A. DESIGN CALCULATIONS OF STRUCTURAL STEEL CONNECTIONS, PREPARED BY OR UNDER THE SUPERVISION OF A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF WHICH THE PROJECT IS CONSTRUCTED AND BEARING THE SEAL OF THE PROFESSIONAL ENGINEER.
 - B. SHOP DRAWINGS SHOWING ERECTION PLANS, PIECE DRAWINGS, AND CONNECTION DETAILS.
- S-2 THE STRUCTURAL STEEL FABRICATOR, AND/OR GENERAL CONTRACTOR, MUST VERIFY ALL EXISTING DIMENSIONS AND CONDITIONS AT THE SITE. ALL DISCREPANCIES FOUND ARE TO BE REPORTED TO THE STRUCTURAL ENGINEER OF RECORD PRIOR TO PREPARATION OF SHOP DRAWINGS. SHOP DRAWINGS ARE TO INCLUDE ALL FIELD MEASUREMENTS AND CONDITIONS.
- S-3 STRUCTURAL STEEL FABRICATOR IS TO PROVIDE FOR VERTICAL AND HORIZONTAL FIELD ADJUSTMENT OF ALL SUPPORT ASSEMBLIES.
- S-4 CUTS, HOLES, COPING, ETC REQUIRED FOR OTHER TRADES MUST BE SHOWN ON THE SHOP DRAWINGS AND MADE IN THE SHOP. CUTS OR BURNING OF HOLES IN THE FIELD WILL NOT BE PERMITTED.
- S-5 STEEL BEAMS ARE TO BE EQUALLY SPACED IN BAYS UNLESS OTHERWISE NOTED.
- S-6 FABRICATE AND INSTALL BEAMS WITH NATURAL CAMBER UP UNLESS CAMBER IS NOTED ON THE DRAWINGS.
- S-7 ALL STRUCTURAL STEEL FRAMES AND TRUSSES ARE TO BE SECURELY BRACED UNTIL ALL FLOOR SLABS AND ROOF DECKS HAVE BEEN INSTALLED AND BECOME
- S-8 UNLESS ALTERNATE CONNECTIONS ARE APPROVED BY THE ENGINEER, BOLTED CONNECTIONS SHALL BE MADE ACCORDING TO AISC TABLE II OR III - FRAMED BEAM CONNECTIONS. THE MINIMUM DEPTH OF THE CONNECTION MUST BE MORE THAN 67% OF THE BEAM DEPTH EXCEPT THAT BEAMS FRAMING TO COLUMNS SHALL HAVE FULL DEPTH CONNECTIONS USING $\frac{3}{8}$ " MINIMUM CONNECTION ANGLES OR PLATES.
 - A. NON-COMPOSITE BEAM CONNECTIONS TO BE DESIGNED FOR ONE HALF THE UNIFORM LOAD CAPACITY OF THE BEAM AS TABULATED BY AISC UNLESS HIGHER LOADS ARE INDICATED ON THE DRAWINGS.
 - B. COMPOSITE BEAMS (SHEAR STUDS ON TOP FLANGE) REQUIRE CONNECTION CAPACITIES TO BE INCREASED TO 75% LOAD CAPACITY OF THE BEAM UNLESS. HIGHER LOADS ARE INDICATED ON THE DRAWINGS.

| BEAM SIZE | MIN. NO. OF BOLTS |
|-----------|-------------------|
| W8, W10 | 2 |
| W12, W14 | 3 |
| W16, W18 | 4 |
| W21 | 5 |
| W24 | 6 |
| W27 | 7 |
| W30 | 8 |
| W33 | 9 |
| W36 | 10 |

- S-9 UNLESS OTHERWISE NOTED, STRUCTURAL STEEL CONNECTIONS TO BE SHOP WELDED AND FIELD BOLTED.
 - A. BOLTS: 3/4" DIAMETER ASTM A 325 UNO WITH MATCHING WASHERS AND HEAVY HEX NUTS. USE TYPE N (HIGH STRENGTH) FOR FRAMED CONNECTIONS AND TYPE SC AT WIND MOMENT AND BRACING CONNECTIONS.

SHEET NO. Plotted Date: 1/27/2014

S-10 EXPANSION BOLTS TO BE STUD TYPE, CARBON STEEL ANCHORS OF THE DIAMETER AND EMBEDMENT INDICATED ON THE DRAWINGS. USE HILTI KWIK BOLT TZ EXPANSION ANCHORS MANUFACTURED BY HILTI FASTENING SYSTEMS, OR APPROVED EQUAL. INSTALL PER MANUFACTURERS RECOMMENDATIONS.

STRUCTURAL STEEL (CONTINUED)

- S-11 SUBSTITUTION OF EXPANSION ANCHORS FOR EMBEDDED ANCHORS SHOWN ON THE DRAWINGS WILL NOT BE PERMITTED.
- S-12 SHEAR STUD CONNECTORS TO BE $\frac{3}{4}$ " DIAMETER X $3\frac{1}{2}$ " LONG (IN PLACE HEIGHT) AND SECURELY WELDED TO THE BEAMS. NUMBER OF STUDS IS INDICATED BY (XX) AFTER BEAM SIZE ON PLAN. NUMBER OF STUDS INDICATE BY (XX-XX-XX ETC) SHALL BE PLACED IN CORRESPONDING GROUPS BETWEEN INTERSECTING MEMBERS AND SUPPORTING MEMBERS (NO STUDS ON CANTILEVERS).
 - A. WHERE DECK IS PERPENDICULAR TO COMPOSITE BEAM (I.E. FILLER BEAM), PLACE A SINGLE STUD IN EVERY OTHER DECK CELL STARTING AT EACH BEAM END AND WORKING TOWARD THE CENTER OF THE BEAM. ANY REMAINING STUDS ARE TO BE PLACED IN EMPTY CELLS STARTING AGAIN AT EACH BEAM END AND WORKING TOWARD THE CENTER. ADDITIONAL STUDS OR "PUDDLE WELDS" MUST BE USED FOR REMAINING EMPTY FLUTES. IF NUMBER OF STUDS IS MORE THAN NUMBER OF FLUTES, PLACE DOUBLE OR TRIPLE ROWS AS NEEDED STARTING FROM EACH BEAM END AND WORKING TOWARD THE CENTER OF THE BEAM.
 - B. WHERE DECK IS PARALLEL TO COMPOSITE BEAM (I.E. GIRDER), STUDS ARE TO BE EQUALLY SPACED OVER THE LENGTH OF THE BEAM. STUDS IN GROUPS BETWEEN INTERSECTING MEMBERS ARE TO BE EQUALLY SPACED.
 - C. MINIMUM CENTER-TO-CENTER SPACING OF STUDS TO BE 6 DIAMETERS $(4\frac{1}{2}")$ ALONG LONGITUDINAL AXIS OF COMPOSITE BEAM AND 4 DIAMETERS (3") TRANSVERSE TO THE LONGITUDINAL AXIS OF THE COMPOSITE BEAM. PLACE SINGLE ROW STUDS ON BEAM CENTER LINE. FOR STAGGERED ARRANGEMENT OF STUDS MAINTAIN MINIMUM 3\(^4\)" SPACE BETWEEN STUDS. AND \(^{1}\)8" MINIMUM DISTANCE FROM EDGE OF BEAM FLANGE. STUD SPACING IS NOT TO EXCEED 36" ON CENTER.
 - D. SHOP DRAWING OF STUD PLACEMENT MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- S-13 PAINT AND PROTECTION:
 - A. STRUCTURAL STEEL TO RECEIVE PAINTED FINISH TO BE SHOP CLEANED AND PRIME PAINTED PER THE SPECIFICATIONS. REFERENCE ARCHITECTURAL DRAWINGS FOR FINISH PAINT SYSTEMS.
 - B. GALVANIZED FASTENERS AND ACCESSORIES TO BE HOT DIPPED PER ASTM A153. C. REPAIR DAMAGE TO GALVANIZED COATINGS USING ASTM A780 ZINC RICH PAINT
 - D. BRIDGE ASSEMBLY TO BE TREATED WITH THERMAL SPRAY METALIZED (TSM) COATING AND TOP COAT PER SPECS. FIELD WELDS WILL REQUIRE TOUCH UP OF TSM FINISH.
- S-14 ALL CANOPY AND PEDESTRIAN BRIDGE ELEMENTS CONSIDERED "ARCHITECTURALLY EXPOSED STRUCTURAL STEEL.'

MASONRY

- MASONRY WORK MUST BE IN CONFORMANCE WITH THE "BUILDING CODE FOR MASONRY STRUCTURES" (ACI-530-05), AND THE "SPECIFICATIONS FOR MASONRY STRUCTURES" (ACI-530.1-05), OF THE AMERICAN CONCRETE INSTITUTE.
- M-2 ALL MORTAR TO CONFORM TO ASTM C270, TYPE N A. PORTLAND CEMENT: ASTM C150, TYPE I OR II. B. LIME: ASTM C207.
- GROUT IS TO CONFORM TO ASTM C476 AND HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH (f'c) OF 3000 PSI. A. SLUMP: 8 TO 11 INCHES.
- M-4 CONCRETE MASONRY SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF MASONRY (F'M) EQUAL TO 1900 PSI AND: A. HOLLOW BLOCK: ASTM C90, NORMAL WEIGHT,
- EPOXY COATED BAR REINFORCEMENT PER ASTM A615, GRADE 60 AND ASTM A775. GROUT ALL REINFORCED CELLS SOLID WITH GROUT. PROVIDE MINIMUM LAP SPLICES OF 48 BAR DIAMETERS. PROVIDE BAR SPACERS AS REQUIRED TO PROPERLY LOCATE REINFORCING WITHIN CMU CELLS. PLACE BARS @ CENTER OF CELLS UNO.
- PROVIDE ONE-PIECE PREFABRICATED HORIZONTAL JOINT REINFORCING UNITS PER SPEC AT 16" O.C. VERTICALLY TYPICAL AND AT 8" O.C. AT ALL WALL CORNERS AND INTERSECTIONS AND IN THE FIRST TWO COURSES ABOVE AND BELOW MASONRY OPENINGS. PROVIDE LAP AS RECOMMENDED BY THE MANUFACTURER WITH A MINIMUM OF 6". DISCONTINUE HORIZONTAL JOINT REINFORCING AT CONTROL JOINTS.
- M-7 FULL BED AND HEAD JOINTS MUST BE USED.
- GROUT CELLS OF CMU SOLID FOR BOND BEAMS AND CELLS WITH VERTICAL REINFORCEMENT.
- CONTROL JOINTS IN MASONRY WALLS TO BE PROVIDED WHERE INDICATED ON THE STRUCTURAL AND ARCHITECTURAL DRAWINGS OR AT A MAXIMUM OF 24'-0" ON CENTER.
- M-10 ALL MASONRY WALLS TO BE SECURELY BRACED UNTIL ROOF SYSTEM HAS BEEN INSTALLED AND HAS BECOME CAPABLE OF STABILIZING THE WALLS.
- M-11 DOWEL REINFORCED MASONRY WALLS TO WALL OR CURB AS SHOWN ON THE PLANS. LOCATE DOWELS IN CELLS TO CONTAIN WALL REINFORCEMENT. LAP DOWELS AND WALL REINFORCEMENT A MINIMUM OF 48 BAR DIAMETERS UNO.
- M-12 DURING CONSTRUCTION, COVER AND PROTECT THE TOPS OF MASONRY WALLS AT THE END OF EACH DAY.
- M-13 UNLESS NOTED OTHERWISE, PLACE TYPICAL CMU REINFORCMENT IN CENTER OF FULLY GROUTED CELLS AND SPACE AS FOLLOWS: (1)#5 VERTICAL AT 16" ON CENTER.
- M-14 ALL CORNERS TO BE TIED BY MASONRY BOND.
- M-15 DIMENSIONS SHOWN ON STRUCTURAL DRAWINGS FOR MASONRY ARE NOMINAL. SEE ARCHITECTURAL DRAWINGS FOR ACTUAL MASONRY DIMENSIONS.

METAL DECK

- D-1 METAL DECK SHALL BE DESIGNED AND DETAILED IN ACCORDANCE WITH THE "DESIGN MANUAL FOR COMPOSITE DECKS, FORM DECKS AND ROOF DECKS" OF THE STEEL DECK INSTITUTE, LATEST EDITION.
- D-2 ROOF DECK TO BE FASTENED TO THE SUPPORTING STEEL AT THE ENDS OF UNITS AND AT ALL INTERMEDIATE SUPPORTS WITH \(\frac{5}{8}\)" DIAMETER PUDDLE WELDS IN A 36/4 PATTERN. DECK SIDE LAPS BETWEEN SUPPORTS SHALL BE FASTENED BY WELDS AT INTERVALS NOT EXCEEDING THE LESSER OF HALF THE SPAN OR 36". ANY SPLIT OR PARTIAL PANELS SHALL BE FASTENED TO THE SUPPORTING STRUCTURE IN EVERY VALLEY REGARDLESS OF ADJACENT FASTENER PATTERNS.
- D-3 COMPOSITE STEEL FLOOR DECK TO BE WELDED TO ALL SUPPORTING STEEL ELEMENTS WHERE NO SHEAR STUDS ARE USED.
- D-4 DECK UNITS TO BE A MINIMUM OF THREE (3) SPANS CONTINUOUS WITH LAPS PLACED OVER SUPPORTS WHERE POSSIBLE.
- D-5 METAL DECK SUPPLIER SHALL PROVIDE LIGHT GAUGE METAL CONCRETE POUR STOPS, DECK CLOSURE PIECES AND SHALL REINFORCE OR SUPPORT DECK AT OPENINGS AND COLUMN AREAS AS REQUIRED, IN ACCORDANCE WITH THE STEEL DECK INSTITUTE.

LIGHT GAUGE STEEL FRAMING

- L-1 STRUCTURAL MEMBERS MUST BE DESIGNED IN ACCORDANCE WITH THE AMERICAN IRON AND STEEL INSTITUTE (A.I.S.I) "NORTH AMERICAN SPECIFICATIONS FOR THE DESIGN OF COLD-FORMED STEEL STRUCTURAL MEMBERS", LATEST EDITION.
- L-2 STRUCTURAL MEMBERS TO BE FORMED FROM CORROSION RESISTANT STEEL CONFORMING TO ASTM A653 WITH MINIMUM YIELD STRESS OF 50 KSI FOR STUDS OR JOISTS.
- L-3 LIGHT GAUGE MEMBERS AND DETAILS SHOWN ON THE ARCHITECTURAL OR STRUCUTRAL DRAWINGS ARE FOR BID PURPOSES ONLY. STRUCTURAL STUD AND/OR JOIST FRAMING MEMBERS AND CONNECTIONS ARE TO BE ENGINEERED BY THE MANUFACTURER. DESIGN CALCULATIONS PREPARED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN CONNECTICUT AND SHOP DRAWINGS INDICATING ALL JAMBS, POSTS, HEADERS, BRACING AND PIECES NECESSARY FOR CONSTRUCTION SHALL BE SUBMITTED TO THE ENGINEER OF RECORD FOR REVIEW.
- L-4 EXTERIOR STUD WALLS TO BE DESIGNED FOR A UNIFORM WIND PRESSURE AS REQUIRED BY CODE AND A MAXIMUM PERMISSIBLE HORIZONTAL DEFLECTION OF L/360 (L/600 FOR MASONRY VENEER).
- L-5 MAXIMUM STUD SPACING TO BE 16" ON CENTER WITH DOUBLED STUDS (MINIMUM) AT EACH SIDE OF OPENINGS.
- L-6 FRAMING COMPONENTS ARE TO BE CUT SQUARELY FOR ATTACHMENT TO PERPENDICULAR MEMBERS OR AS REQUIRED FOR AN ANGULAR FIT AGAINST ABUTTING MEMBERS.
- L-7 FIELD CUTTING OF STUDS MUST BE DONE BY SAWING OR SHEARING. TORCH CUTTING OF COLD-FORMED MEMBERS IS UNACCEPTABLE.
- L-8 FASTENING OF COMPONENTS IS TO BE WITH SELF-DRILLING SCREWS OR WELDING. WELDING OF STUDS MUST COMPLY WITH AWS D 1.3. ALL WELDS TO BE TOUCHED-UP WITH ZINC-RICH PAINT. SCREWS AND WELDS TO BE OF SUFFICIENT SIZE TO ENSURE THE STRENGTH OF THE CONNECTION. WIRE TYING OF COMPONENTS IS NOT PERMITTED.
- L-9 LIGHT GAUGE STEEL FRAMING MEMBERS ARE TO BE SECURELY ATTACHED TO THE STRUCTURE WHERE INDICATED ON THE DRAWINGS, OR APPROVED SHOP DRAWINGS. FASTENERS TO BE COMPATIBLE WITH THE STRUCTURAL MEMBERS. POWDER DRIVEN FASTENERS ARE NOT ACCEPTABLE FOR STRUCTURAL APPLICATIONS.
- L-10 PROVIDE VERTICAL SLIDE TRACKS, OR SLIDE CLIPS, WHERE INDICATED ON THE DRAWINGS OR OTHERWISE REQUIRED TO ALLOW FOR VERTICAL STRUCTURAL MOVEMENTS. MAXIMUM EXPECTED STRUCTURE DEFLECTION IS L/360 AT FLOORS AND L/240 AT ROOFS.
- L-11 REFERENCE ARCHITECTURAL DRAWINGS FOR ADDITIONAL INFORMATION, INCLUDING SHEATHING TYPE, FINISHES, OPENINGS, LOCATIONS, ETC.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE - | - | -SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS - | - | -IN NO WAY WARRANTED TO INDICATE _ | - | -THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. - | - | -- - - -

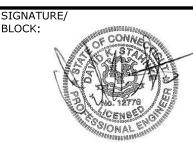
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SCALE AS NOTED







NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

MERIDEN

170-3155 RAWING NO. **FST-002**

03.12.003

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STRUCTURAL NOTES 2

TRACK BASELINE AND CENTERLINE NOTES:

- 1. THE BASELINE OF THE PROPOSED TRACKS ARE BY OTHERS AND BEING CONSTRUCTED UNDER A SEPARATE STATE PROJECT. THEY ARE SHOWN HERE FOR INFORMATIONAL PURPOSES ONLY AND ARE IN NO WAY WARRANTED TO INDICATE THE AS-BUILT CONDITIONS IN THE FIELD. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE PROPOSED TRACKS VIA A FIELD SURVEY PRIOR TO START OF PLATFORM CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES. AT ALL TIMES DURING THE CONSTRUCTION OF THE PLATFORMS, THE CONTRACTOR SHALL MAINTAIN THE HORIZONTAL AND VERTICAL OFFSETS AS INDICATED IN THE CONTRACT DOCUMENTS.
- 2. THE BASELINE OF THE PROPOSED GAUNTLET TRACK IS BY OTHERS AND BEING CONSTRUCTED UNDER A SEPARATE STATE PROJECT. IT IS REFERENCED HERE FOR INFORMATIONAL PURPOSES ONLY AND IS IN NO WAY WARRANTED TO INDICATE THE AS-BUILT CONDITIONS IN THE FIELD. THE CONTRACTOR SHALL CONSTRUCT THE PLATFORMS IN ACCORDANCE WITH THE APPLICABLE NOTES FOR TRACK 1 AND TRACK 2 AND AS SHOWN ON THE PLANS.

KEYS AND ABBREVIATIONS

| A/E | ARCHITECT/ENGINEER | LB | POUND |
|---------------|--|---------------|---|
| AB | ANCHOR BOLT | ld | DEVELOPMENT LENGTH |
| ABV | ABOVE | LL III | LIVE LOAD LONG LEG HORIZONTAL |
| ACI ADDL | AMERICAN CONCRETE INSTITUTE ADDITIONAL | LLH LLV | LONG LEG HORIZONTAL LONG LEG VERTICAL |
| AFF | ABOVE FINISHED FLOOR | LONG | LONGITUDINAL |
| AHU | AIR HANDLING UNIT | LP | LOW POINT |
| AISC | AMERICAN INSTITUTE OF STEEL CONSTRUCTION | LWC | LIGHT-WEIGHT CONCRETE |
| ALT | ALTERNATE | MAS | MASONRY |
| APPROX | APPROXIMATE | MATL | MATERIAL |
| ARCH ASTM | ARCHITECT OR ARCHITECTURAL(S) AMERICAN SOCIETY FOR TESTING AND MATERIALS | MAX MCJ | MAXIMUM MASONRY CONTROL JOINT |
| APG | AUGER PRESSURE GROUTED PILE | MECH | MECHANICAL(S) |
| B PL | BASE PLATE OR BEARING PLATE | M/E/P | MECHANICAL, ELECTRICAL & PLUMBING |
| B/ | BOTTOM OF | MFR | MANUFACTURER |
| BF | BOTH FACES | MID | MIDDLE |
| BLDG | BUILDING | MIN | MINIMUM |
| BLK | BLOCK | MISC | MISCELLANEOUS |
| BM BRG | BEAM BEARING | MO MP | MASONRY OPENING MASONRY PIER |
| BS | BOTH SIDES | N | NORTH |
| BT | BENT | NF | NEAR FACE |
| BTWN | BETWEEN | NIC | NOT IN CONTRACT |
| СВ | CATCH BASIN | NO | NUMBER |
| CF | CUBIC FOOT OR CUBIC FEET | NOM | NOMINAL |
| CHAM | CHAMFER | NS | NEAR SIDE |
| CIP CJ | CAST IN PLACE CONTROL JOINT | NTS NWC | NOT TO SCALE NORMAL-WEIGHT CONCRETE |
| C) | CENTERLINE | OC | ON CENTER |
| ፍ CLR | CLEAR | OD | OUTSIDE DIAMETER |
| CMU | CONCRETE MASONRY UNIT | OPNG | OPENING |
| COL | COLUMN | OPP HAND | OPPOSITE HAND |
| CONC | CONCRETE | P/C | PRECAST CONCRETE |
| CONN | CONNECTION | PCF | POUNDS PER CUBIC FEET |
| CONST | CONSTRUCTION | PCI PERM | POUNDS PER CUBIC INCH |
| CONT CRSI | CONTINUOUS CONCRETE REINFORCING STEEL INSTITUTE | PLF | PERMANENT POUNDS PER LINEAR FOOT |
| CT | CANTILEVER | P/S | PRESTRESSED CONCRETE |
| C&S | COMMUNICATION & SIGNAL | PSF | POUNDS PER SQUARE FEET |
| db | BAR DIAMETER | PSI | POUNDS PER SQUARE INCH |
| DBL | DOUBLE | PVMT | PAVEMENT |
| DET | DETAIL | RAD | RADIUS OR RADII |
| DIA | DIAMETER | RE: | REFER TO |
| DIAG DIM | DIAGONAL DIMENSION | REF REINF | REFERENCE REINFORCEMENT |
| DIM | DEAD LOAD | REQD | REQUIRED |
| DN | DOWN | REV | REVISION OR REVISE |
| DWG | DRAWING | ROW | RIGHT-OF-WAY |
| DWL | DOWEL | RR | RAILROAD |
| EA | EACH | RTU | ROOF TOP UNIT |
| EF. | EACH FACE | SC | SLIP CRITICAL |
| ELEC | ELEVATION | SCHED SDI | SCHEDULE |
| ELEC EMBED | ELECTRICAL EMBED(ED)(MENT) | SECT | STEEL DECK INSTITUTE SECTION |
| ENGR | ENGINEER | SER | STRUCTURAL ENGINEER OF RECORD |
| EOS | EDGE OF SLAB | SHT | SHEET |
| EQ | EQUAL | SIM | SIMILAR |
| EQUIP | EQUIPMENT | SL | SLOPE(D) OR SLOPING |
| EST | ESTIMATE(D) | SLV | SLEEVE SLAB ON CRADE |
| EW EXC | EACH WAY EXCAVATE OR EXCAVATION | SOG SP | SLAB ON GRADE SPACE(S) |
| EXIST | EXISTING | SPA | SPACES OR SPACING |
| EXP | EXPANSION | SPEC | SPECIFICATIONS |
| EXT | EXTERIOR | SS | STAINLESS STEEL |
| FD | FLOOR DRAIN | STD | STANDARD |
| FDN | FOUNDATION | STIFF | STIFFENER |
| FF FIN | FAR FACE FINISHED | STL STRUCT | STEEL STRUCTURAL |
| FL | FLOOR | SYMM | SYMMETRICAL |
| FS | FAR SIDE | T | THICKNESS |
| FT | FOOT OR FEET | T&B | TOP & BOTTOM |
| FTG | FOOTING | T&S | TEMPERATURE & SHRINKAGE |
| GA | GAGE OR GAUGE | <u>T/</u> _ | TOP OF |
| GALV | GALVANIZED | TPE | TOP OF PIER ELEVATION |
| GC HORIZ | GENERAL CONTRACTOR HORIZONTAL | TSE TSM | TOP OF SHELF ELEVATION THERMAL SPRAY METALIZING |
| HP | HIGH POINT | TWE | TOP OF WALL ELEVATION |
| HS | HIGH STRENGTH | TEMP | TEMPORARY |
| HSS | HOLLOW STRUCTURAL SECTION | THD | THREAD(ED) |
| HT | HEIGHT | THK | THICKNESS |
| ID | INSIDE DIAMETER | TRANS | TRANSVERSE |
| IN | INCH(ES) | TSF | TONS PER SQUARE FEET |
| INCL INFO | INLUDE(D)(ING), INCLUSIVE INFORMATION | TYP UNO | TYPICAL UNLESS NOTED OTHERWISE |
| INFO | INTERIOR | VERT | VERTICAL |
| ISO JT | ISOLATION JOINT | VIF | VERIFY IN FIELD |
| JST | JOIST | W | WIDTH |
| JT | JOINT | W/ | WITH |
| K | KIP(S) | W/O | WITHOUT |
| KB KCE | KNEE BRACE | WL WP | WIND LOAD |
| KCF KLF | KIPS PER CUBIC FEET KIPS PER LINEAR FOOT | WF WT | WORKING POINT WEIGHT |
| KSF | KIPS PER SQUARE FEET | WWF | WELDED WIRE FABRIC |
| KSI | KIPS PER SQUARE INCH | WWR | WELDED WIRE REINFORCEMENT |
| L | LENGTH | | |
| | | | |

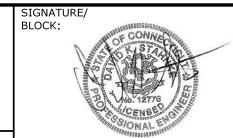
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SCALE AS NOTED







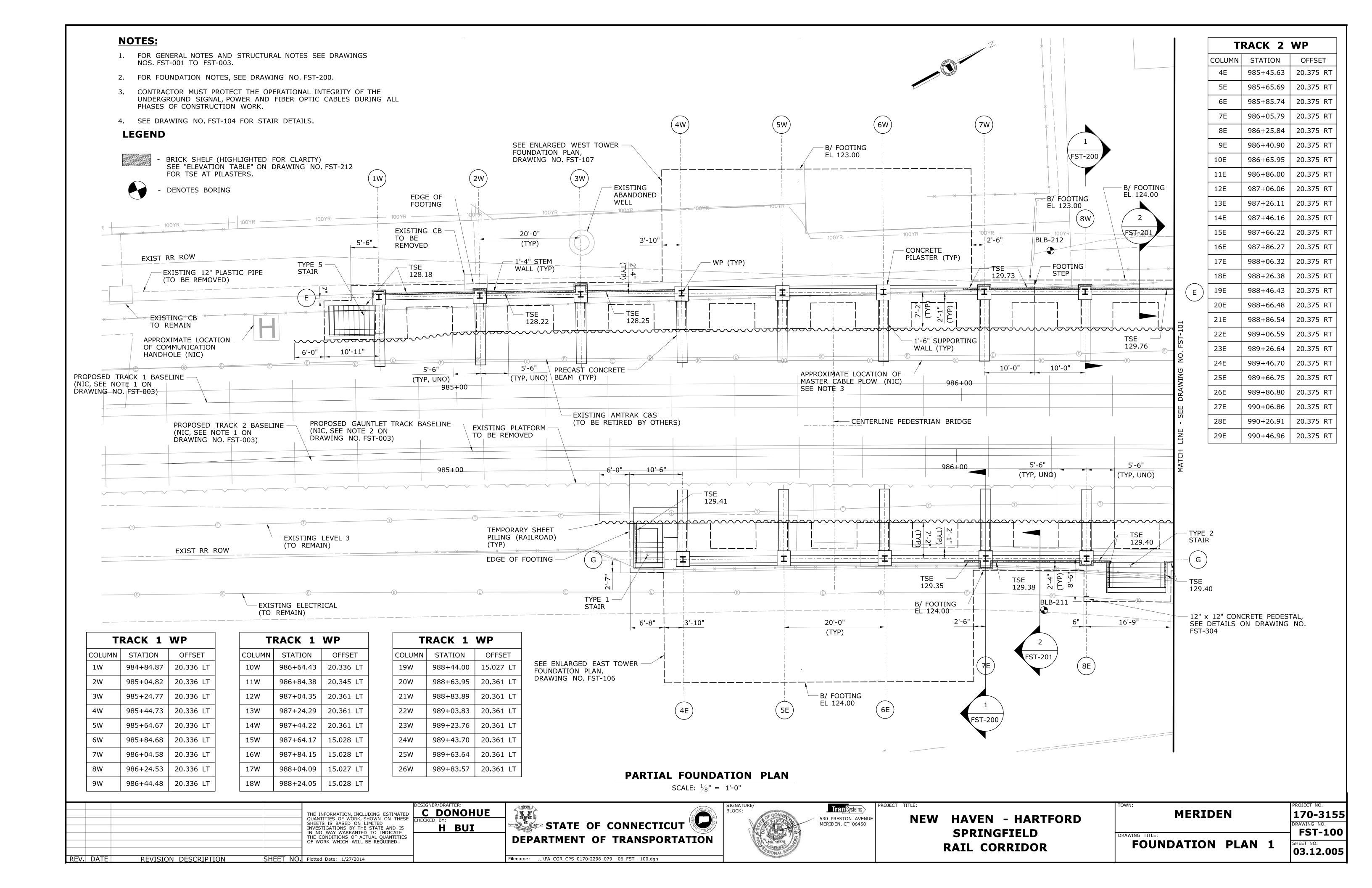
NEW HAVEN - HARTFORD SPRINGFIELD

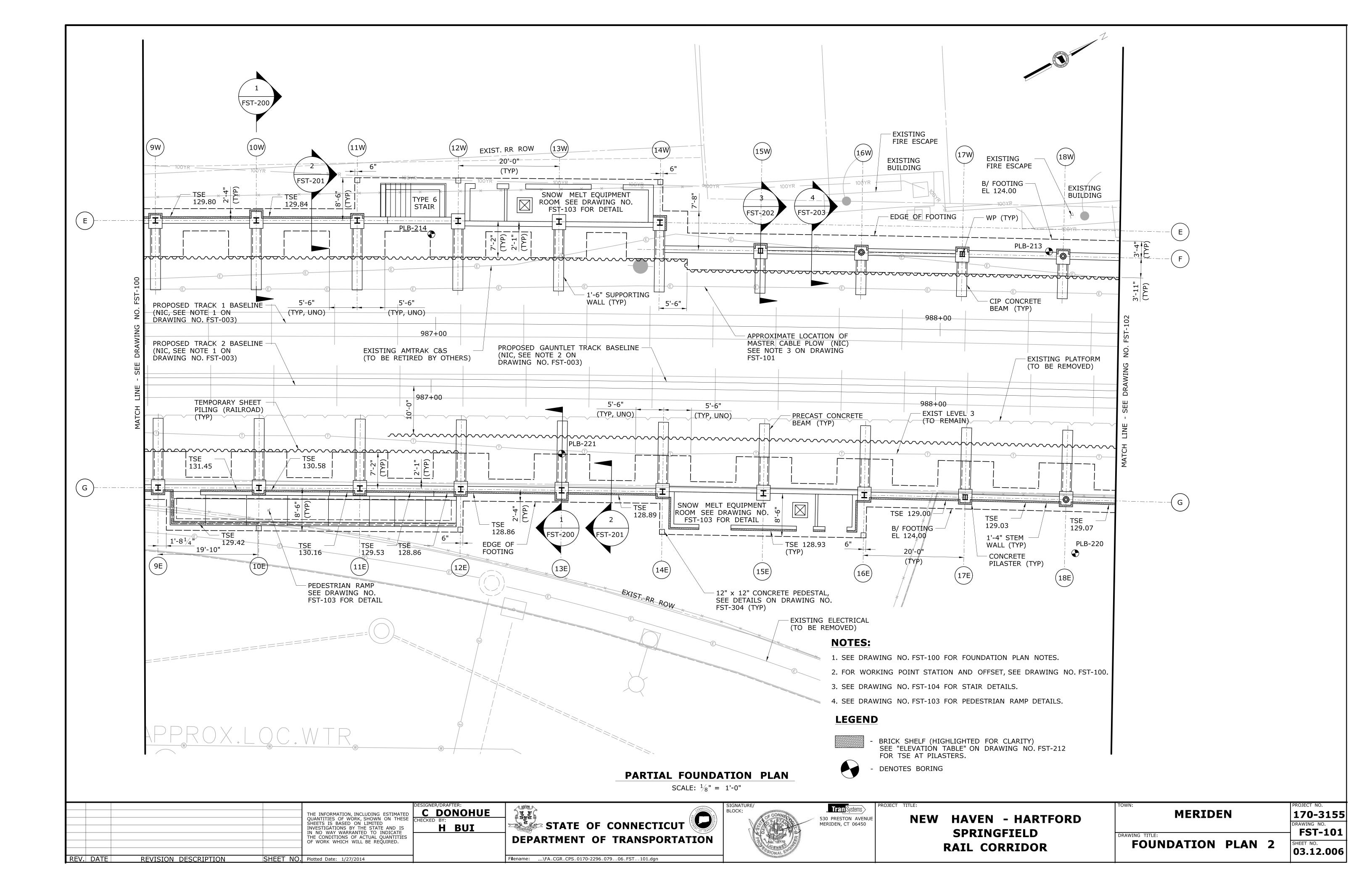
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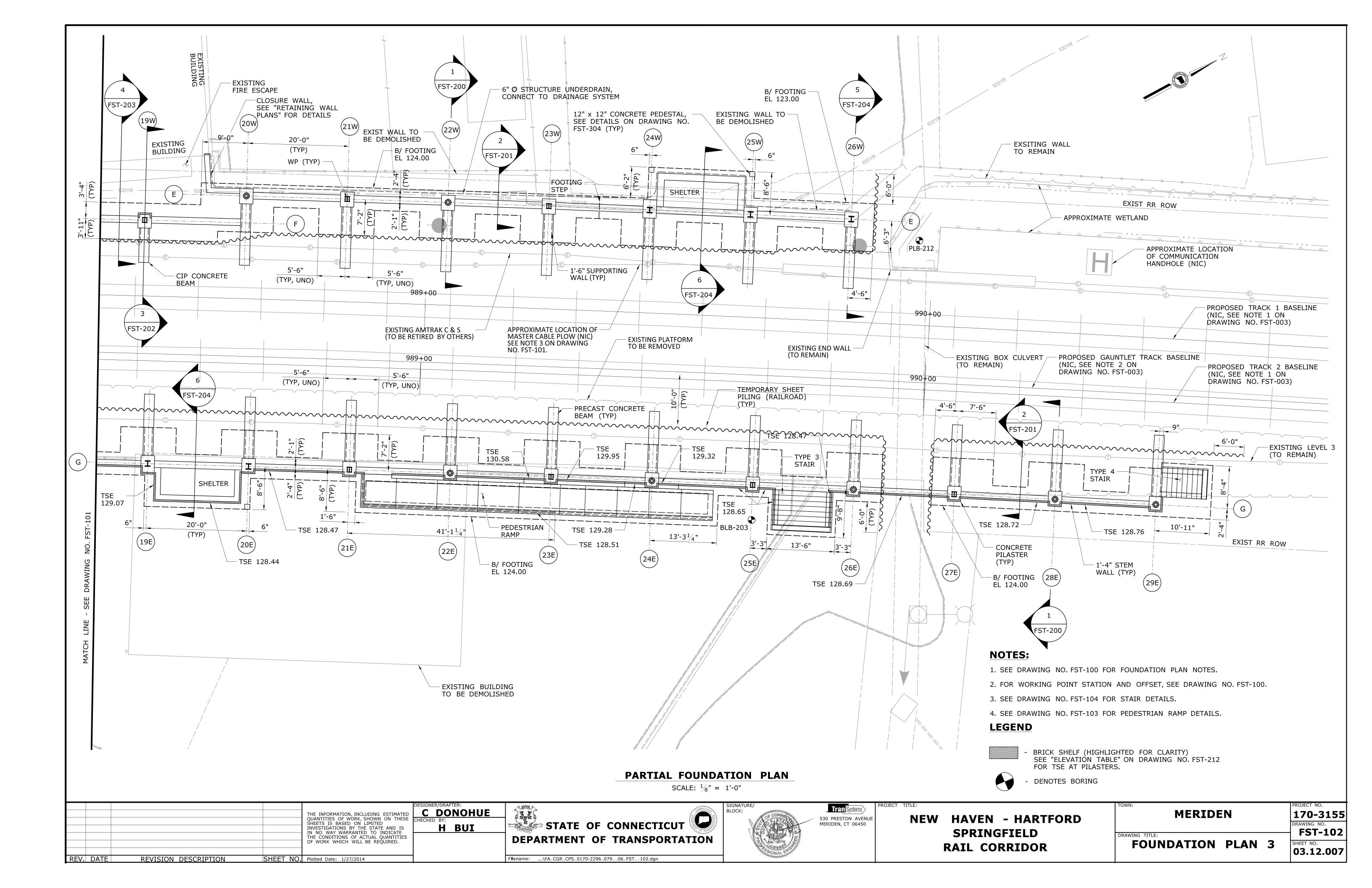
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FST-003 SHEET NO. **03.12.004**

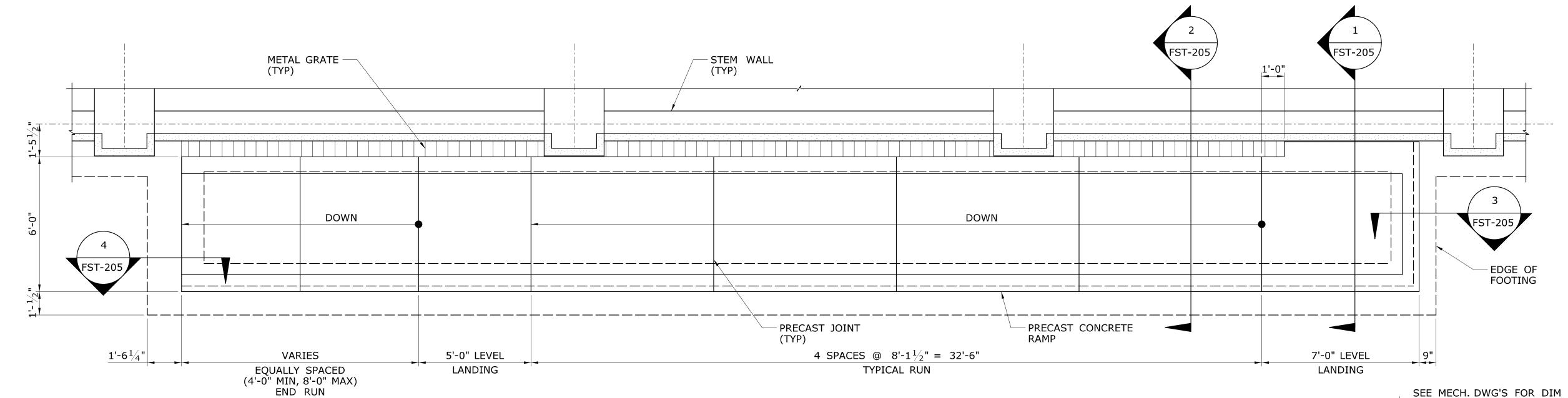
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RAIL CORRIDOR



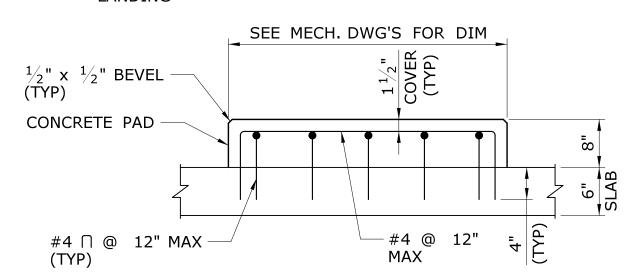






TYPICAL PEDESTRIAN RAMP DETAIL

SCALE: $\frac{3}{8}$ " = 1'-0"



EQUIPMENT PAD DETAIL

N.T.S.

| ELEVATION TABLE (FT) | | | | | | |
|----------------------|-------------|------------------|------------------|--|--|--|
| LOCATION | DESCRIPTION | WEST PLATFORM | EAST PLATFORM | | | |
| EL. 1 | TOP OF WALL | 129.00 | 128.20 | | | |
| EL. 2 | TOP OF WALL | 129.00 | 128.20 | | | |
| EL. 3 | TOP OF SLAB | 128.33 | 127.53 | | | |
| EL. 4 | TOP OF SLAB | 128.09 | 127.29 | | | |
| EL. 5 | TOP OF SLAB | 129.00 | 128.20 | | | |
| EL. 6 | TOP OF SLAB | 129.01 | 128.21 | | | |
| EL. 7 | TOP OF SLAB | 129.08 | 128.28 | | | |
| EL. 8 | TOP OF SLAB | 129.03 | 128.23 | | | |
| EL. 9 | TOP OF SLAB | 129.02 | 128.22 | | | |

3'-6" 9'-2" PAD (SEE MECH. DRAWINGS FOR ADDL INFORMATION) SEE ARC-109 FOR DETAIL IN THIS AREA FST-206 FST-206 6" WALL 2'-0" x 2'-0" — — EL. 7 ****FST-|206 |/ CTDOT STORAGE SNOW MELT EQUIPMENT ROOM © SUMP -PUMP - EDGE OF — EL. 2 EL. 3 EL. 2 FOOTING EL. 3 1'-6" 1'-6" \\\s\T-206/ - EL. 9 AS REQUIRED (TYP) – EL. 6 EL. 1 - EL. 1

EL. 2 -EL. 3

NOTE:

- EL. 8

4'-4"

DOOR

EL. 3

2'-8"

WALL

CONCRETE CURB AND TRENCH DRAIN NOT SHOWN FOR CLARITY.

2'-0" 1'-10"

WALL

TYPICAL SNOW MELT EQUIPMENT ROOM DETAIL

12'-8"

WALL

SCALE: $\frac{3}{8}$ " = 1'-0"

NOTES:

- 1. FOR OVERALL FOOTING DIMENSIONS, SEE "FOUNDATION PLANS", DRAWING NOS. FST-100 TO FST-102.
- 2. SEE "HYDRONIC SNOW MELT PLANS" FOR SNOW MELT LAYOUT AT PEDESTRIAN RAMP
- 3. SEE ARCHITECTURAL DRAWINGS FOR RAMP AND FLOOR SLOPES AT SNOW MELT EQUIPMENT ROOM AND CTDOT STORAGE ROOM.

LEGEND

- 4" BRICK SHELF (HIGHLIGHTED FOR CLARITY)

| - | - | - | - | | THE INFORMATION, INCLUDING ESTIMATED |
|------|------|----------------------|-------|-----|---|
| - | - | - | - | | QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED |
| - | - | - | _ | | INVESTIGATIONS BY THE STATE AND IS |
| - | - | - | - | | IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES |
| - | - | - | - | | OF WORK WHICH WILL BE REQUIRED. |
| - | - | - | - | | |
| REV. | DATE | REVISION DESCRIPTION | SHEET | NO. | Plotted Date: 1/27/2014 |

1'-10"

WALL

CONCRETE BOILER EQUIPMENT -

1'-0" WALL

4" BRICK SHELF

C DONOHUE H BUI SCALE AS NOTED

6'-4"

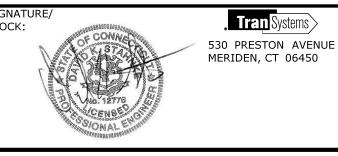
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EL. 1

3'-4"

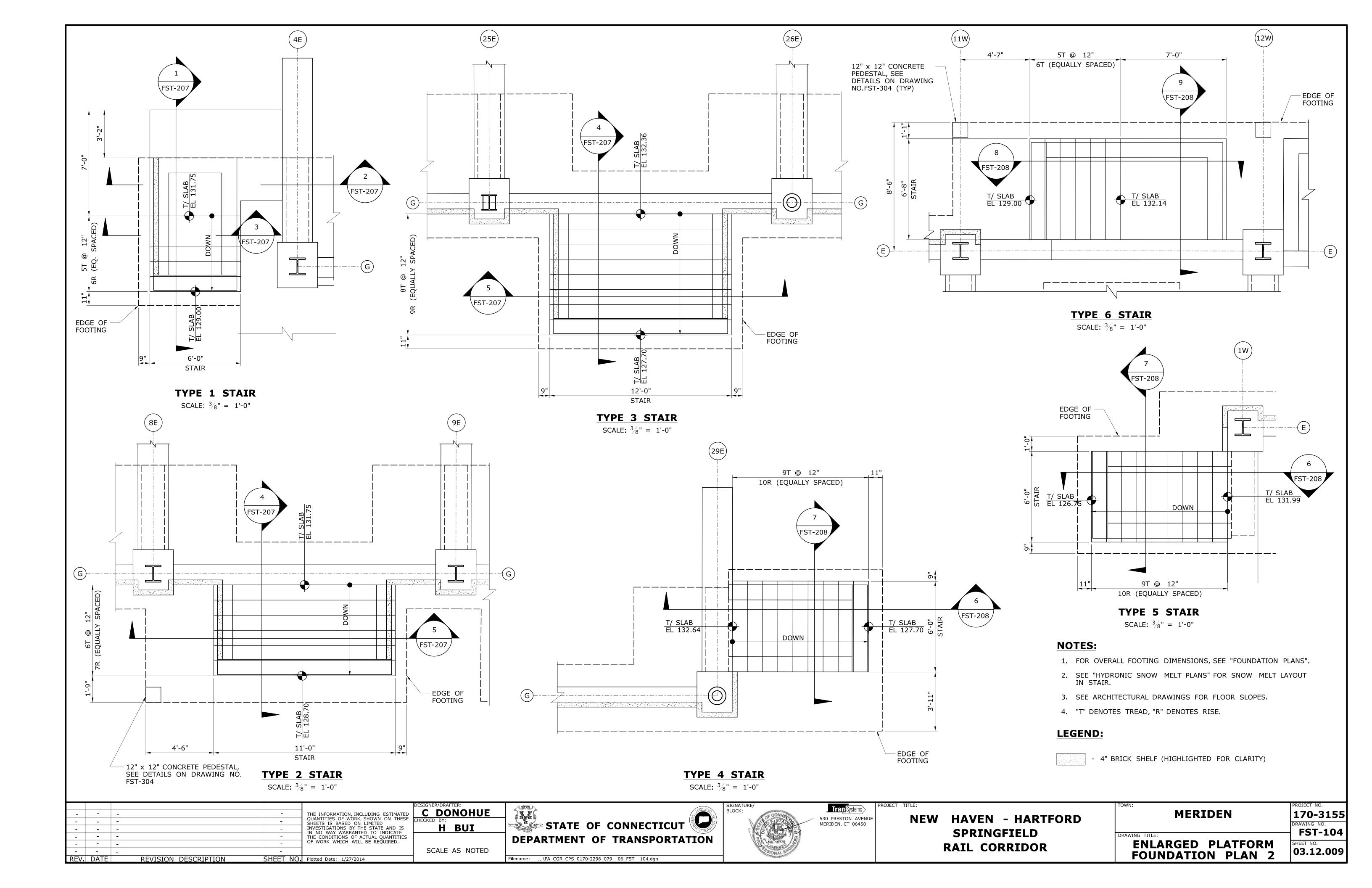
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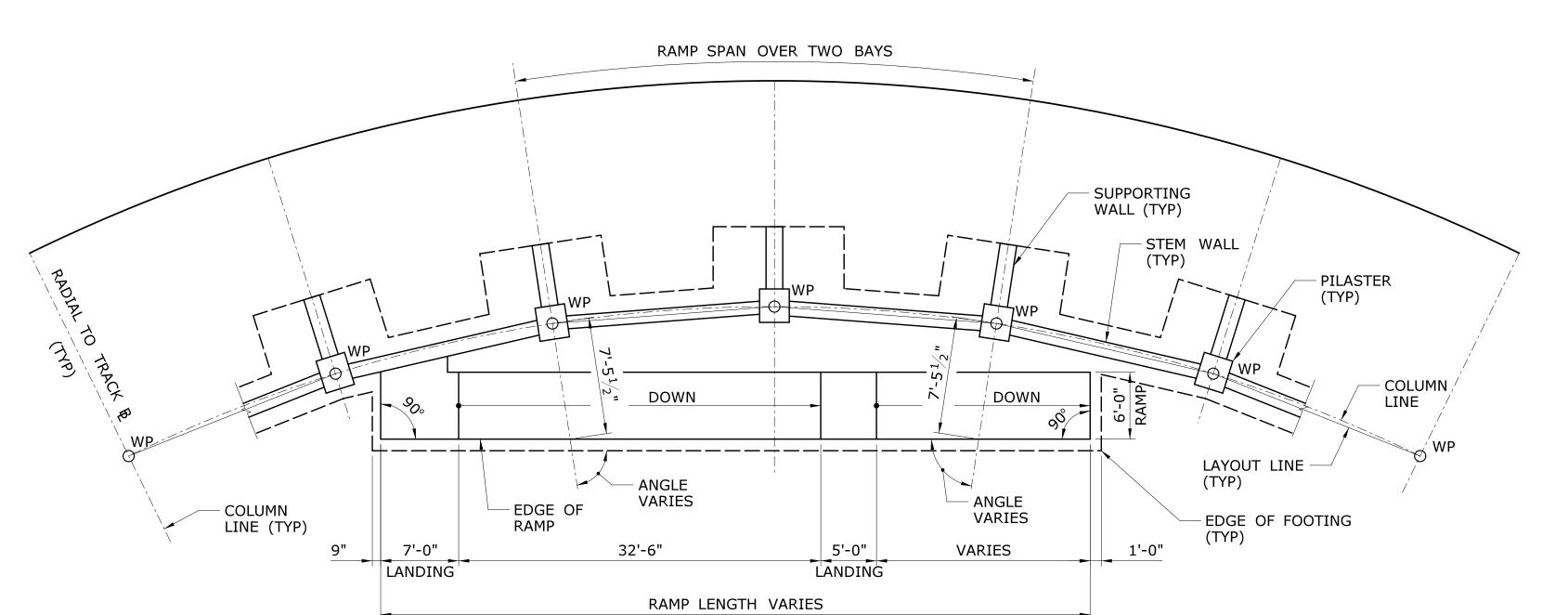


NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

| | 1 | MERI | DE | N | | |
|---------|-------------|-------------|----|------------|-----|---|
| DRAWING | TITLE: | | | | | _ |
| E | NLAR | GED | PL | ATFO | DRN | / |
| F | OUND | ATIO | Ν | PLA | N | 1 |

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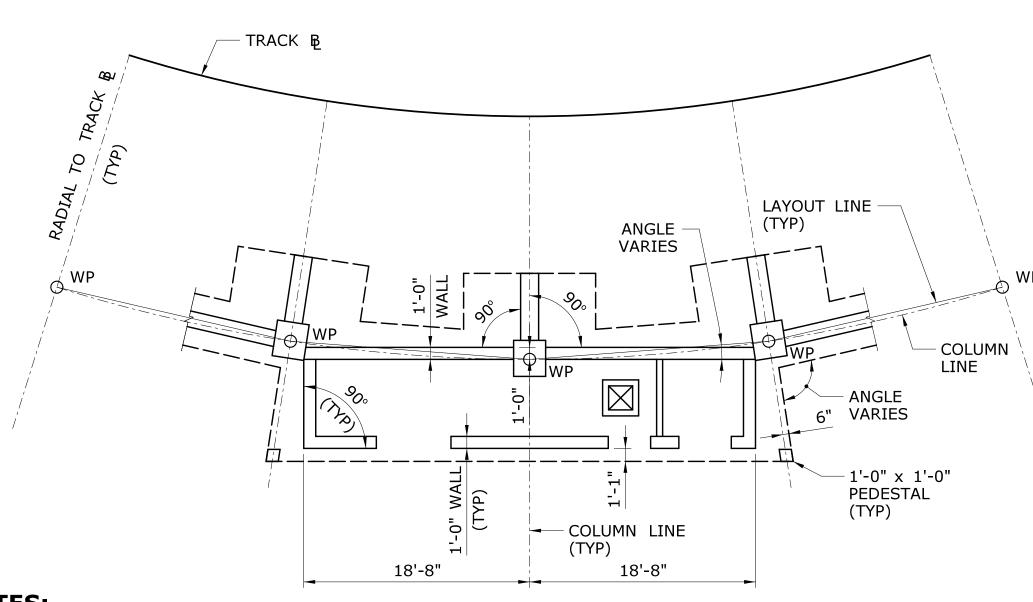


NOTES:

- 1. FOR DIMENSIONS NOT SHOWN, SEE "FOUNDATION PLANS" AND DRAWING NO. FST-103.
- 2. FOR WORKING POINT STATION & OFFSET, SEE DWG NO FST-100.

TYPICAL PEDESTRIAN RAMP LAYOUT

N.T.S.



NOTES:

- 1. FOR DIMENSIONS NOT SHOWN, SEE "FOUNDATION PLANS" AND DRAWING NO. FST-103.
- 2. FOR WORKING POINT STATION & OFFSET, SEE DWG NO FST-100.

TYPICAL SNOW MELT EQUIPMENT ROOM LAYOUT

N.T.S.

- COLUMN

- EDGE OF FOOTING (TYP) 20'-0" -STEM WALL 20'-0" EDGE OF FOOTING 0° (TYP) **PILASTER** - COLUMN (TYP) (TYP) PILASTER LINE (TYP) — STEM WALL — LAYOUT LINE (TYP) COLUMN LINE ANGLE VARIES (TYP) (TYP) - LAYOUT LINE 0° (TYP) (TYP) PARALLEL TO -**SUPPORTING** LAYOUT LINE WALL (TYP) (TYP) - COLUMN PARALLEL TO WALL (TYP) - COLUMN EDGE OF FOOTING LINE (TYP) LAYOUT LINE LINE (TYP) (TYP) TRACK B TRACK B **NOTES: NOTES:**

COLUMN LINE LINE (TYP) — LAYOUT LINE (TYP) * B - PANEL JOINT END PANEL JOINT PARALLEL TO -LAYOUT LINE TRACK B PANEL (TYP)

NOTES:

*FOR DIMENSIONS A & B, SEE "PLATFORM PLANS."

- 1. FOR DIMENSIONS NOT SHOWN, SEE DRAWING NOS. FST-209 & FST-210.
- 2. FOR WORKING POINT STATION & OFFSET, SEE DWG NO FST-100.

TYPICAL PRECAST PLATFORM PANEL LAYOUT

TYPICAL FOUNDATION LAYOUT (15'-0" PLATFORM)

TYPICAL FOUNDATION LAYOUT (9'-8" PLATFORM) N.T.S.

N.T.S.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. - - -- | - | -_ | - | -- - -REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 1/27/2014

1. FOR DIMENSIONS NOT SHOWN, SEE "FOUNDATION PLANS".

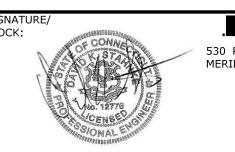
2. FOR WORKING POINT STATION & OFFSET, SEE DWG NO FST-100.

C DONOHUE H BUI SCALE AS NOTED

STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION** Filename: ...\FA_CGR_CPS_0170-2296_079__06_FST__105.dgn

1. FOR DIMENSIONS NOT SHOWN, SEE "FOUNDATION PLANS".

2. FOR WORKING POINT STATION & OFFSET, SEE DWG NO FST-100.



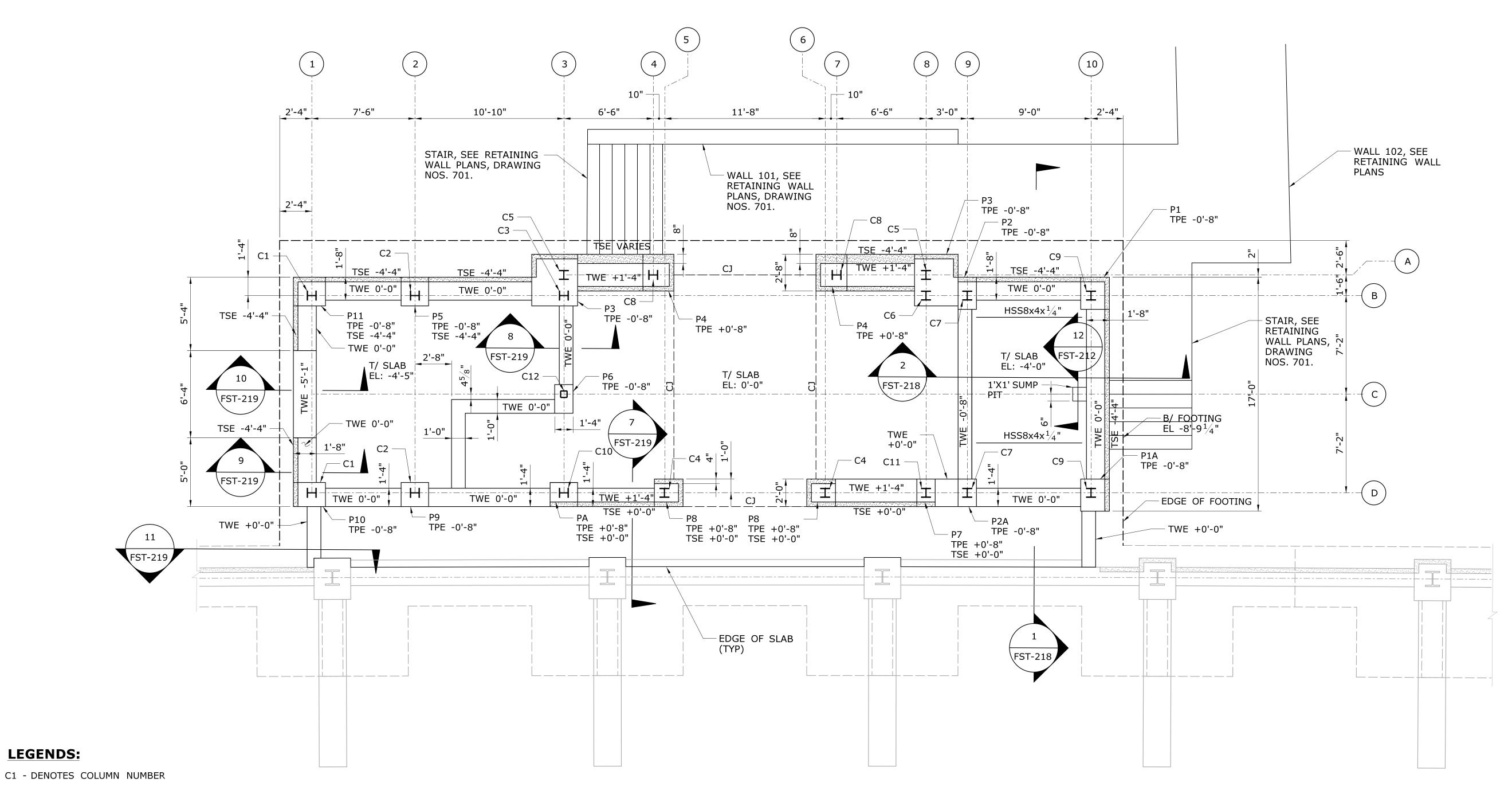
530 PRESTON AVENUE MERIDEN, CT 06450

SPRINGFIELD

| MERIDEN | 170-3155 | | |
|-------------------------------------|-------------|--|--|
| | DRAWING NO. | | |
| RAWING TITLE: | FST-105 | | |
| ENLARGED PLATFORM FOUNDATION PLAN 3 | 03.12.010 | | |

NEW HAVEN - HARTFORD RAIL CORRIDOR

ST-105 .12.010



C1 - DENOTES COLUMN NUMBER

P1 - DENOTES PIER NUMBER

- 4" BRICK SHELF (TYP, UNO) (HIGHLIGHTED FOR CLARITY)

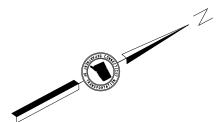
NOTES

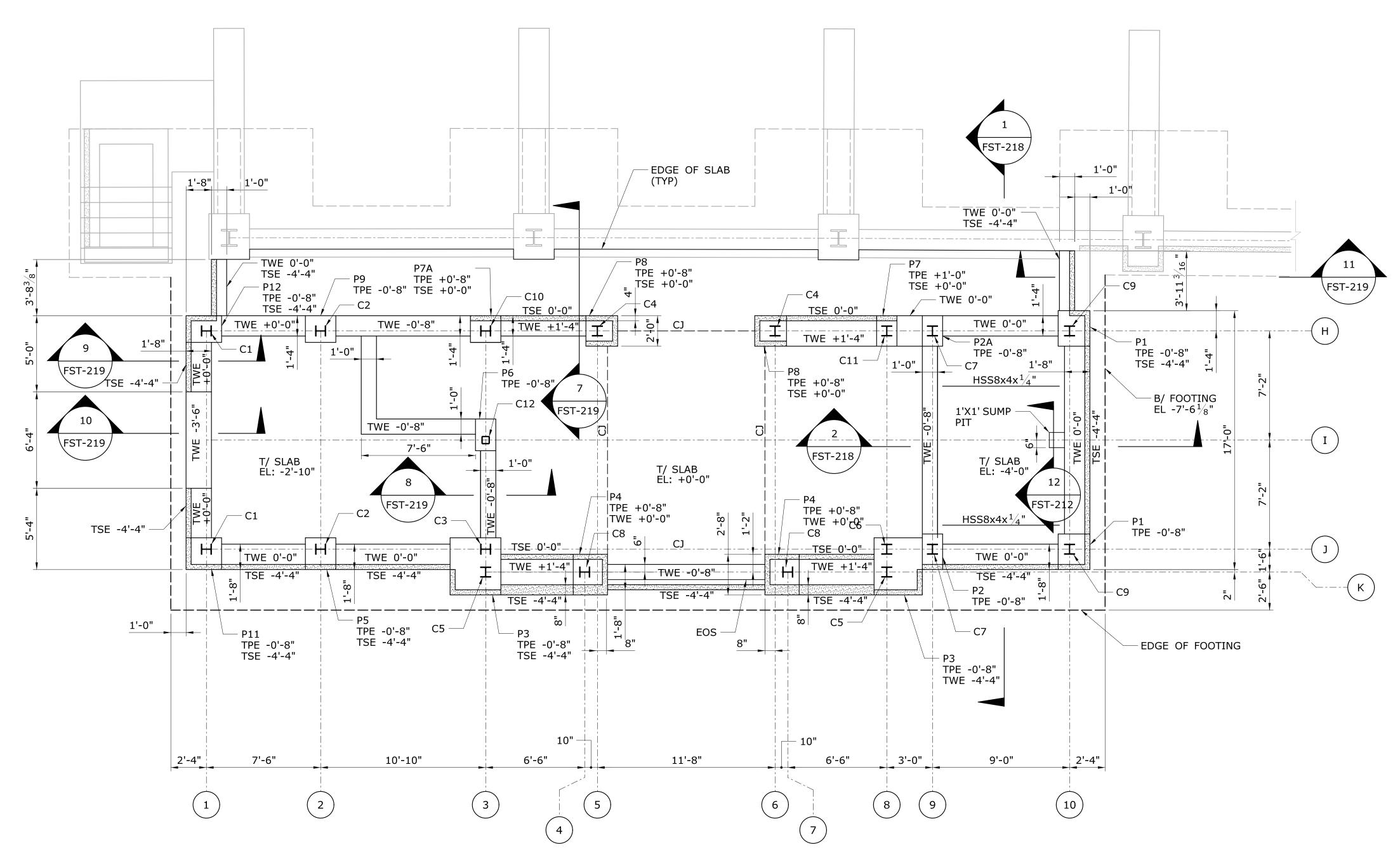
- 1. TOP OF SLAB ELEVATION USED FOR WEST TOWER = 132.08'. THIS IS THE DATUM ELEVATION = 0'-0", ALL ELEVATIONS ARE REFERENCED FROM THIS ELEVATION.
- 2. TOP OF STEEL EL = -0'-8".
- 3. FOR FOUNDATION NOTES, SEE DRAWING NO. FST-200.
- 4. FOR PIER DETAILS, SEE DRAWING NO. FST-220. FOR FINAL PIER ELEVATIONS SEE DRAWING NO. FST-218
- 5. FOR COLUMN SCHEDULE, SEE DRAWING NO. FST-113.

ENLARGED WEST TOWER FOUNDATION PLAN

SCALE: $\frac{1}{4}$ " = 1'-0"

| THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL PROPERTY. | DESIGNER/DRAFTER: J POPOLI CHECKED BY: H BUI | STATE OF CONNECTICUT | SIGNATURE/ BLOCK: Train Systems 530 PRESTON AVENUE MERIDEN, CT 06450 | NEW HAVEN - HARTFORD SPRINGFIELD | MERIDEN DRAWING TITLE: | PROJECT NO. 170-3155 DRAWING NO. FST-106 |
|--|--|---|--|----------------------------------|-------------------------------------|---|
| | SCALE AS NOTED | DEPARTMENT OF TRANSPORTATION Filename:\FA_CGR_CPS_0170-2296_07906_FST106.dgn | Mo 12776 CENSC CONSTRUCTION OF THE PROPERTY O | RAIL CORRIDOR | ENLARGED WEST TOWER FOUNDATION PLAN | |





LEGENDS:

C1 - DENOTES COLUMN NUMBER

P1 - DENOTES PIER NUMBER

- 4" BRICK SHELF (TYP, UNO) (HIGHLIGHTED FOR CLARITY)

NOTES

- 1. TOP OF SLAB ELEVATION USED FOR WEST TOWER = 131.74'. THIS IS THE DATUM ELEVATION = 0'-0", ALL ELEVATIONS ARE REFERENCED FROM THIS ELEVATION.
- 2. TOP OF STEEL EL = -0'-8".
- 3. FOR FOUNDATION NOTES, SEE DRAWING NO. FST-200.
- 4. FOR PIER DETAILS, SEE DRAWING NO. FST-220. FOR FINAL PIER ELEVATIONS SEE DRAWING NO. FST-218.
- 5. FOR COLUMN SCHEDULE, SEE DRAWING NO. FST-113.

ENLARGED EAST TOWER FOUNDATION PLAN

SCALE: $\frac{1}{4}$ " = 1'-0"

| - | - | - | - | THE INFORMATION, INCLUDING ESTIMATED |
|------|------|----------------------|-----------|---|
| - | - | - | - | QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED |
| - | - | - | 1 | INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE |
| - | - | - | - | THE CONDITIONS OF ACTUAL QUANTITIES |
| - | - | - | - | OF WORK WHICH WILL BE REQUIRED. |
| - | - | - | - | |
| REV. | DATE | REVISION DESCRIPTION | SHEET NO. | Plotted Date: 1/27/2014 |

| | DESIGNER/DRAFTER: |
|----------|-------------------|
| ED SE | J POPOLI |
| SE | CHECKED BY: |
| 5 | H BUI |
| ≣S | |
| | SCALE AS NOTED |

STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**

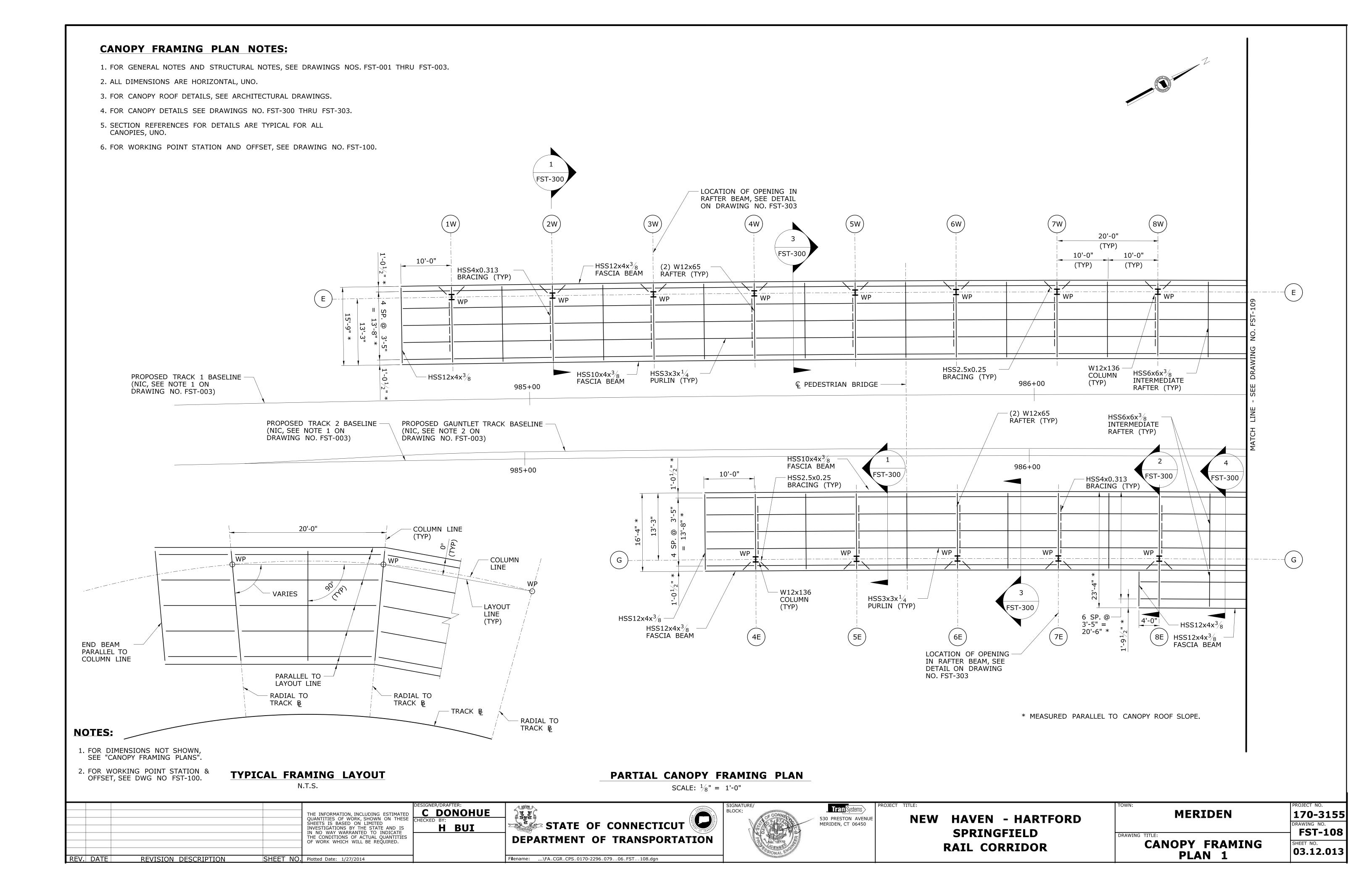
Filename: ...\FA_CGR_CPS_0170-2296_079__06_FST__107.dgn

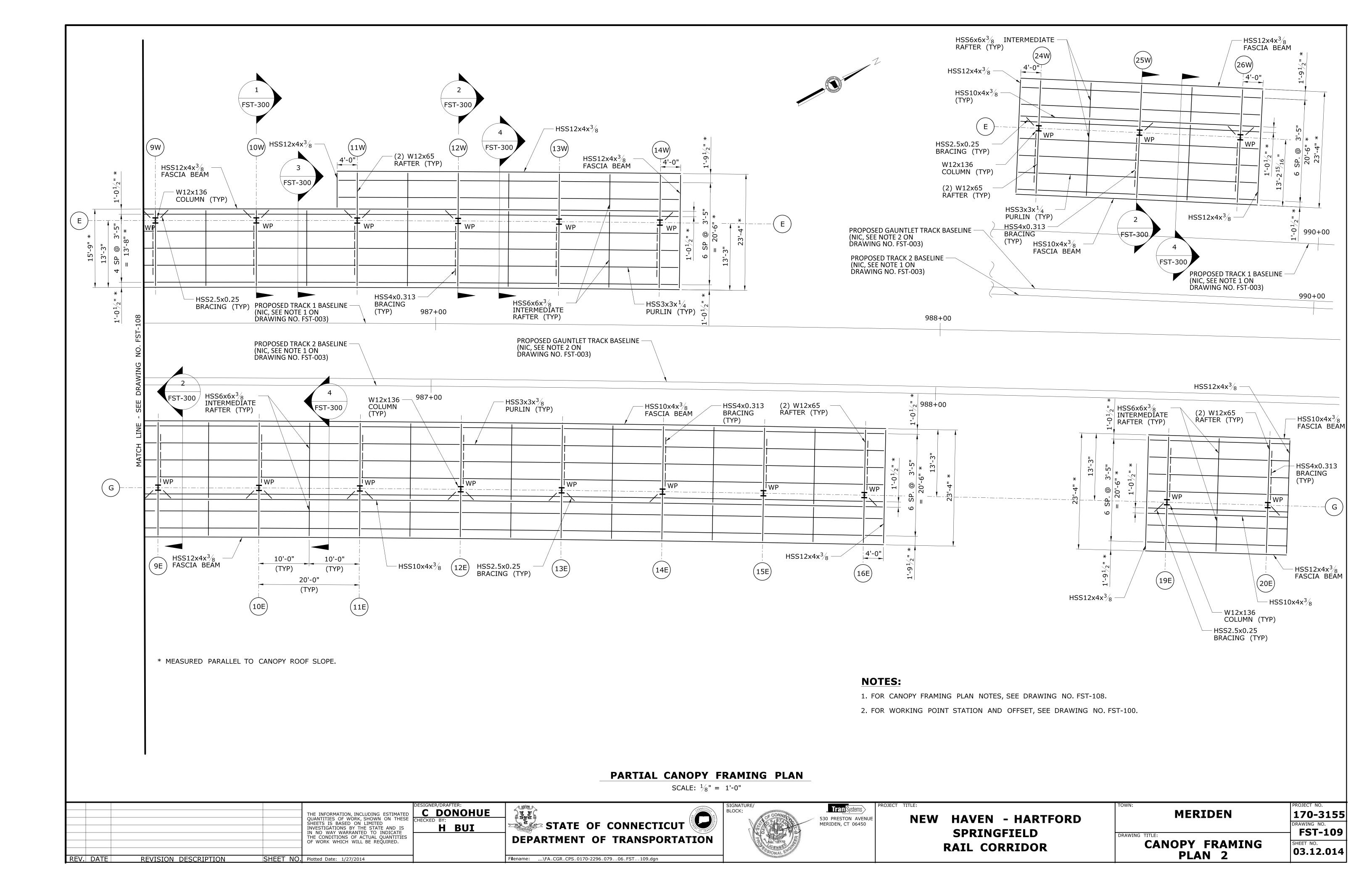


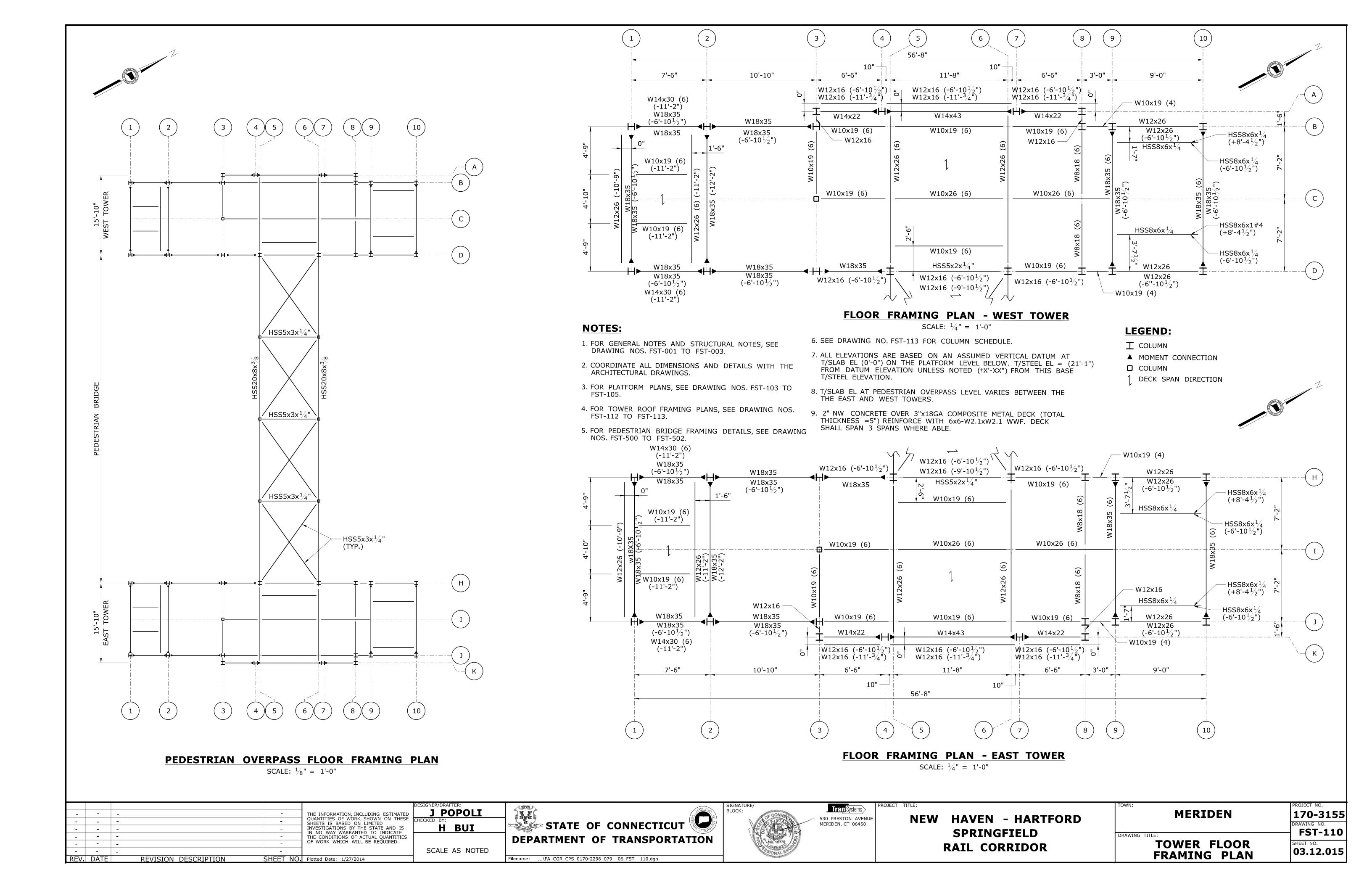
| NEW | HAVEN | - HARTFORD |
|-----|--------------|------------|
| | SPRING | FIELD |
| | RAIL CO | RRIDOR |

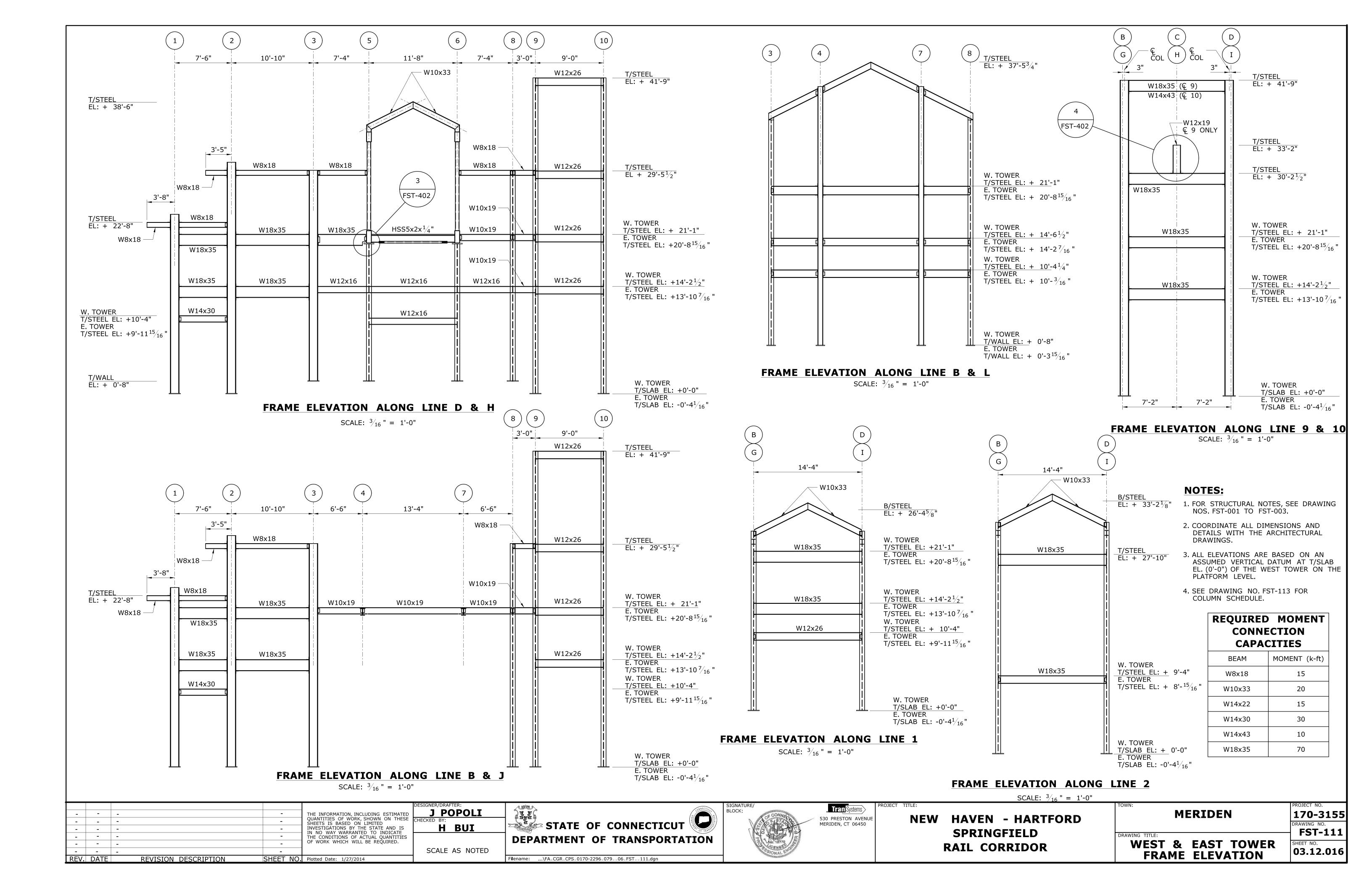
| MERIDEN | 170-3155 |
|--------------------|----------------------------|
| WING TITLE: | FST-107 |
| NLARGED EAST TOWER | SHEET NO. 03.12.012 |

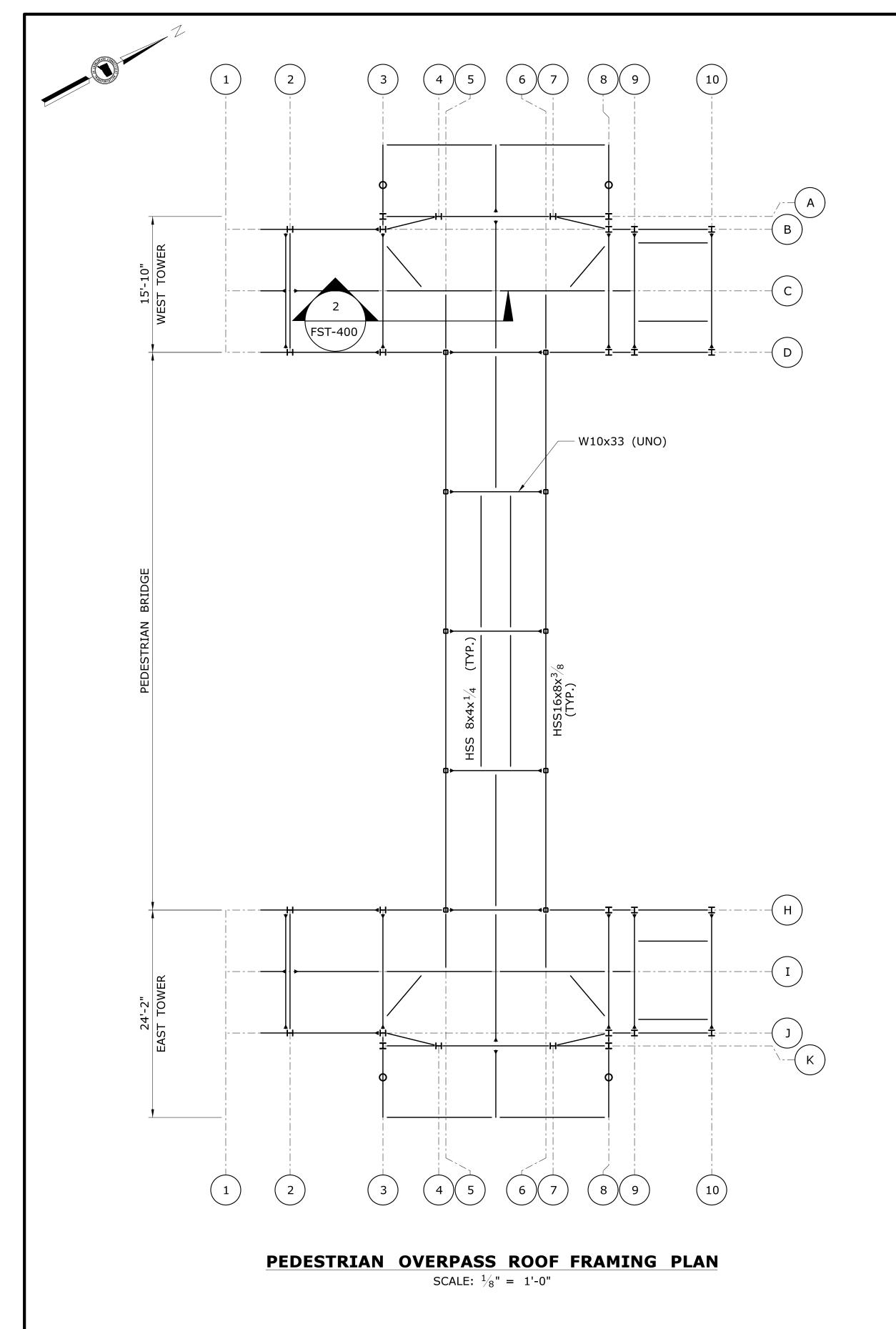
12.012

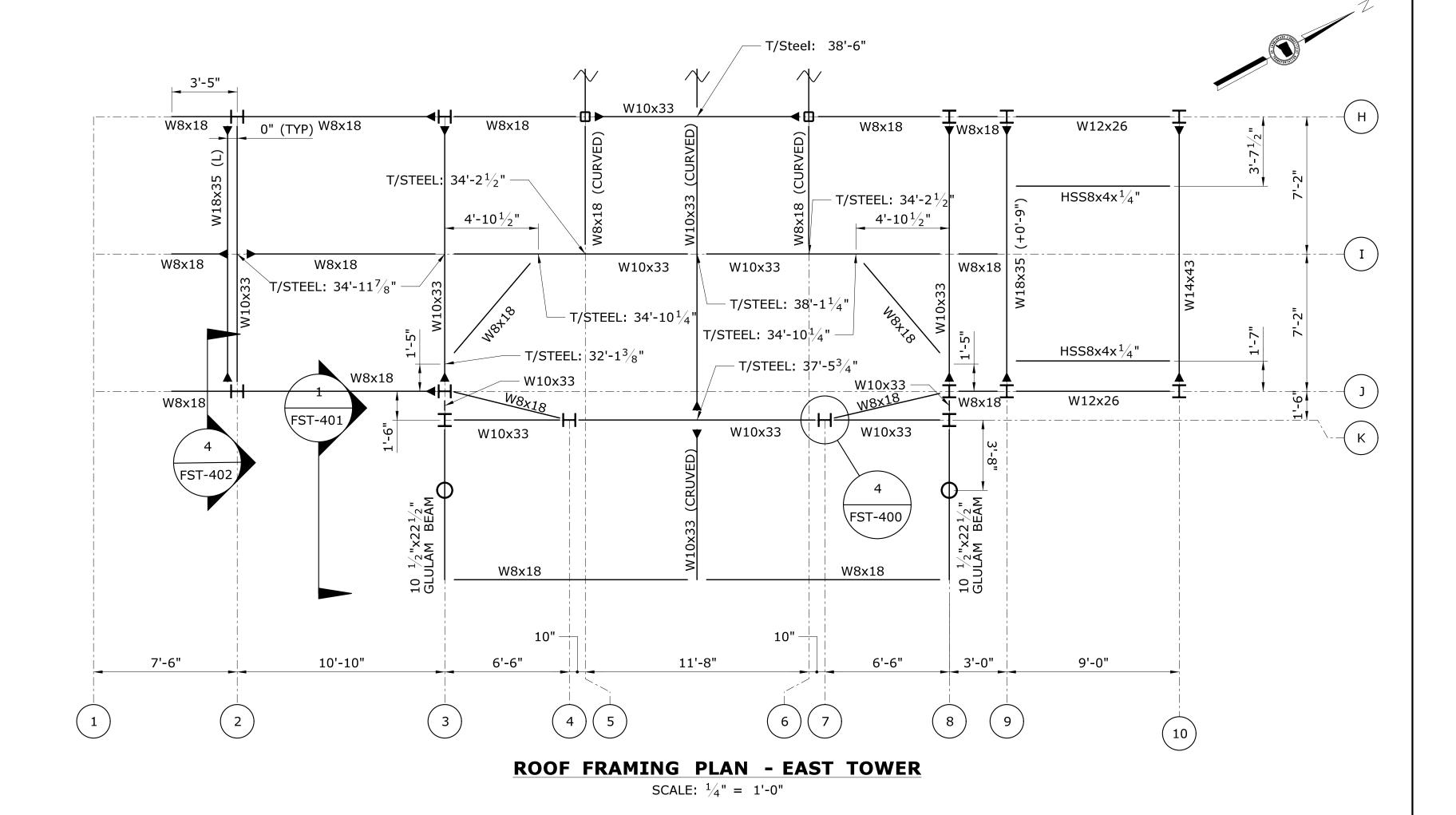












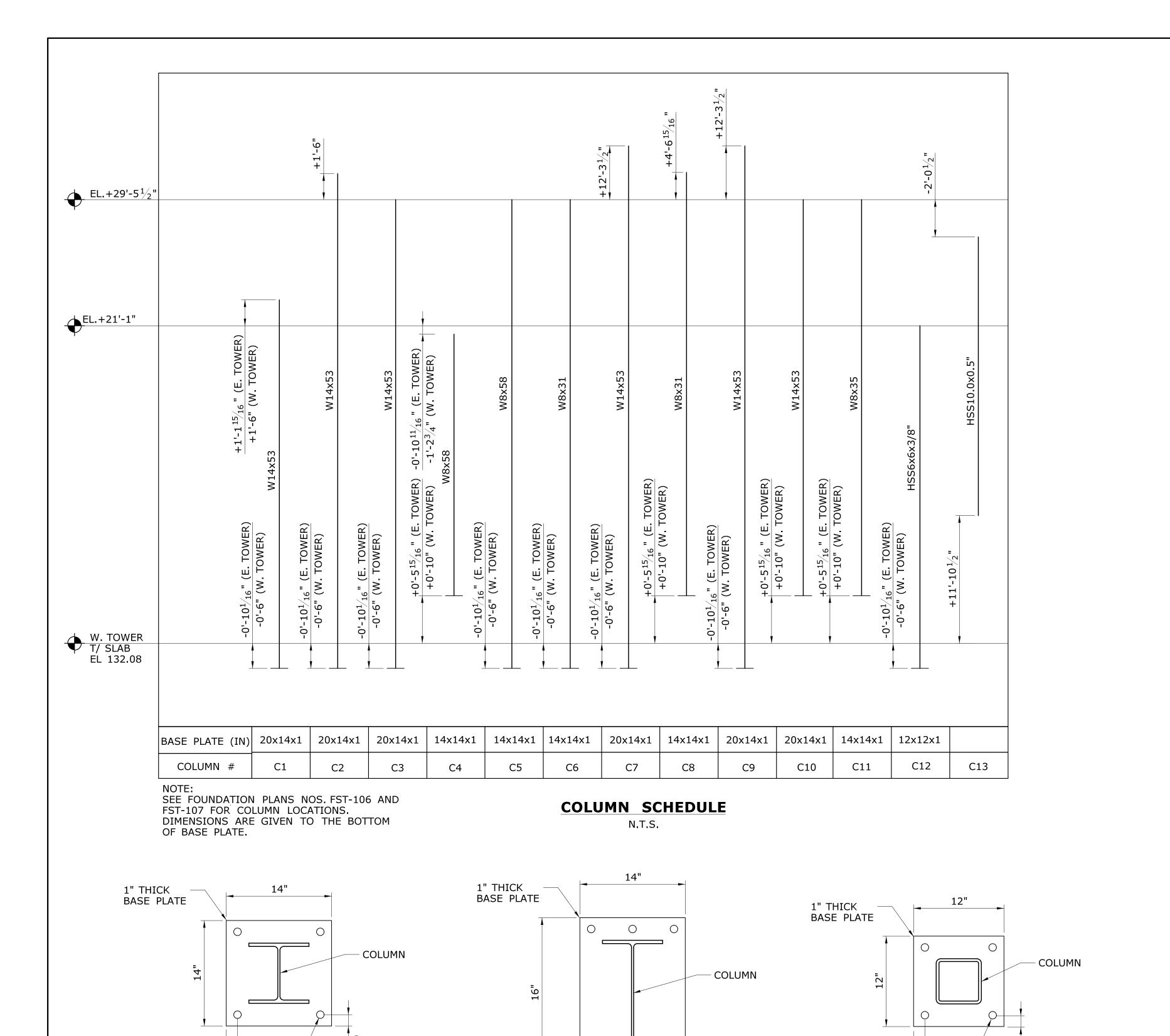
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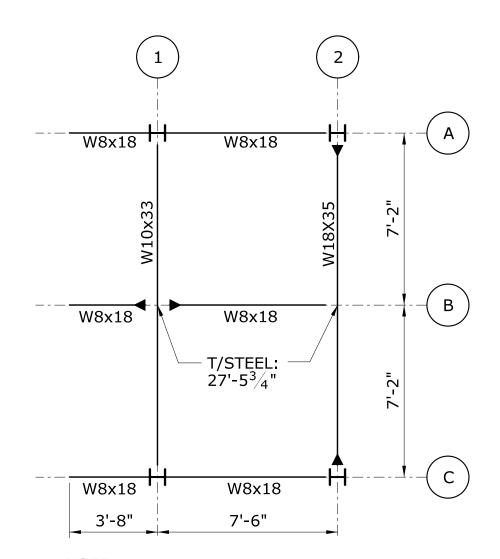
- 1. FOR GENERAL NOTES AND STRUCTURAL NOTES, SEE DRAWING NOS. FST-001 TO FST-003.
- 2. COORDINATE ALL DIMENSIONS AND DETAILS WITH THE ARCHITECTURAL
- 3. FOR FRAME ELEVATIONS, SEE DRAWING NO. FST-111.
- 4. FOR TOWER FLOOR FRAMING PLANS, SEE DRAWING NO. FST-110.
- 5. FOR PEDESTRIAN BRIDGE FRAMING DETAILS, SEE DRAWING NOS. FST-500 TO FST-502.
- 6. SEE DRAWING NO. FST-113 FOR COLUMN SCHEDULE.
- 7. ALL ELEVATIONS ARE BASED ON AN ASSUMED VERTICAL DATUM AT T/SLAB EL (0'-0") ON THE PLATFORM LEVEL BELOW AT THE WEST TOWER. T/STEEL EL = $(29'-5\frac{1}{2}")$ FROM DATUM ELEVATION UNLESS NOTED (±X'-XX") FROM THIS BASE T/STEEL ELEVATION.
- 8. EAST TOWER ROOF FRAMING IS OPPOSITE WEST TOWER. ALL ELEVATIONS ARE IDENTICAL BETWEEN TOWERS.
- 9. FOR REQUIRED MOMENT CONNECTION CAPACITIES TABLE, SEE DRAWING NO. FST-111.

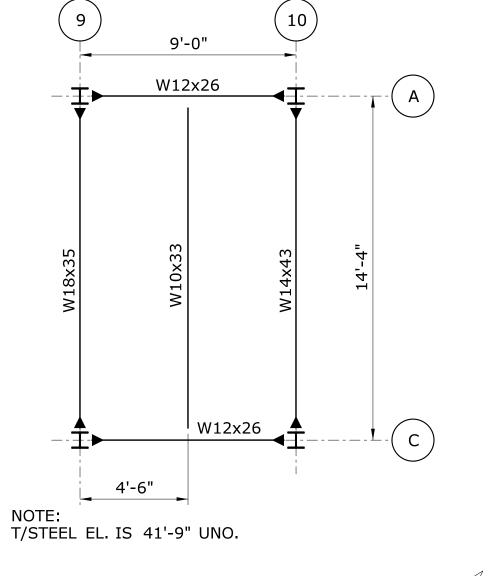
LEGEND:

- I COLUMN
- ▲ MOMENT CONNECTION
- COLUMN

Tran Systems J POPOLI STATE OF CONNECTICUT THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. **MERIDEN** 170-3155 **NEW HAVEN - HARTFORD** 530 PRESTON AVENUE MERIDEN, CT 06450 - - -DRAWING NO. H BUI - | - | -**FST-112 SPRINGFIELD** DRAWING TITLE: _ - | -**DEPARTMENT OF TRANSPORTATION** - - -**TOWER ROOF** RAIL CORRIDOR SCALE AS NOTED 03.12.017 FRAMING PLAN REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 1/27/2014 Filename: ...\FA_CGR_CPS_0170-2296_079__06_FST__112.dgn

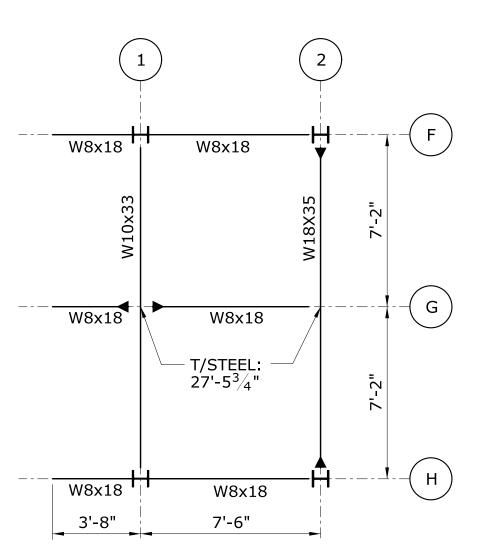


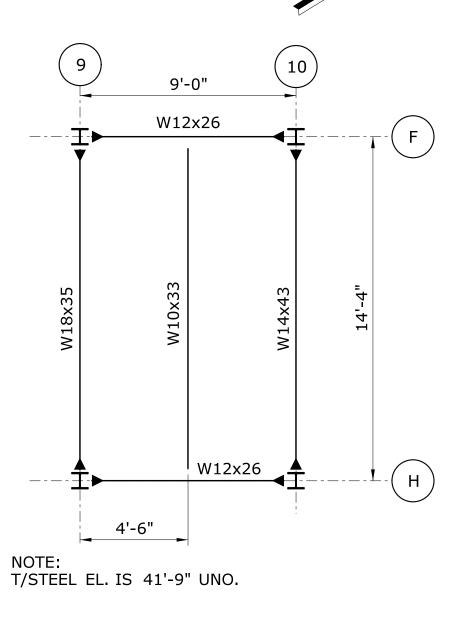




NOTE: T/STEEL EL. IS 22'-8" UNO.

ROOF FRAMING PLAN - WEST TOWER SCALE: 1/4" = 1'-0"





T/STEEL EL. IS 22'-8" UNO.

ROOF FRAMING PLAN - EAST TOWER

SCALE: $\frac{1}{4}$ " = 1'-0"

NOTE:

FOR REQUIRED MOMENT CONNECTION CAPACITIES TABLE, SEE DRAWING NO. FST-111.

LEGEND:

I COLUMN

▲ MOMENT CONNECTION

COLUMN

BASEPLATE DETAIL

 \circ

(TYP)

OVERSIZE HOLE FOR 1" Ø BOLT (TYP).

SCALE: $1\frac{1}{2}$ " = 1'-0"

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. - - -- | - | -_ | - | -- - -REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 1/27/2014

(TYP)

OVERSIZE HOLE FOR

1" Ø BOLT (TYP).

J POPOLI H BUI SCALE AS NOTED STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**

Filename: ...\FA_CGR_CPS_0170-2296_079__06_FST__113.dgn

 $\frac{1^{1/2}"}{(TYP)}$

OVERSIZE HOLE FOR 1" Ø BOLT (TYP).

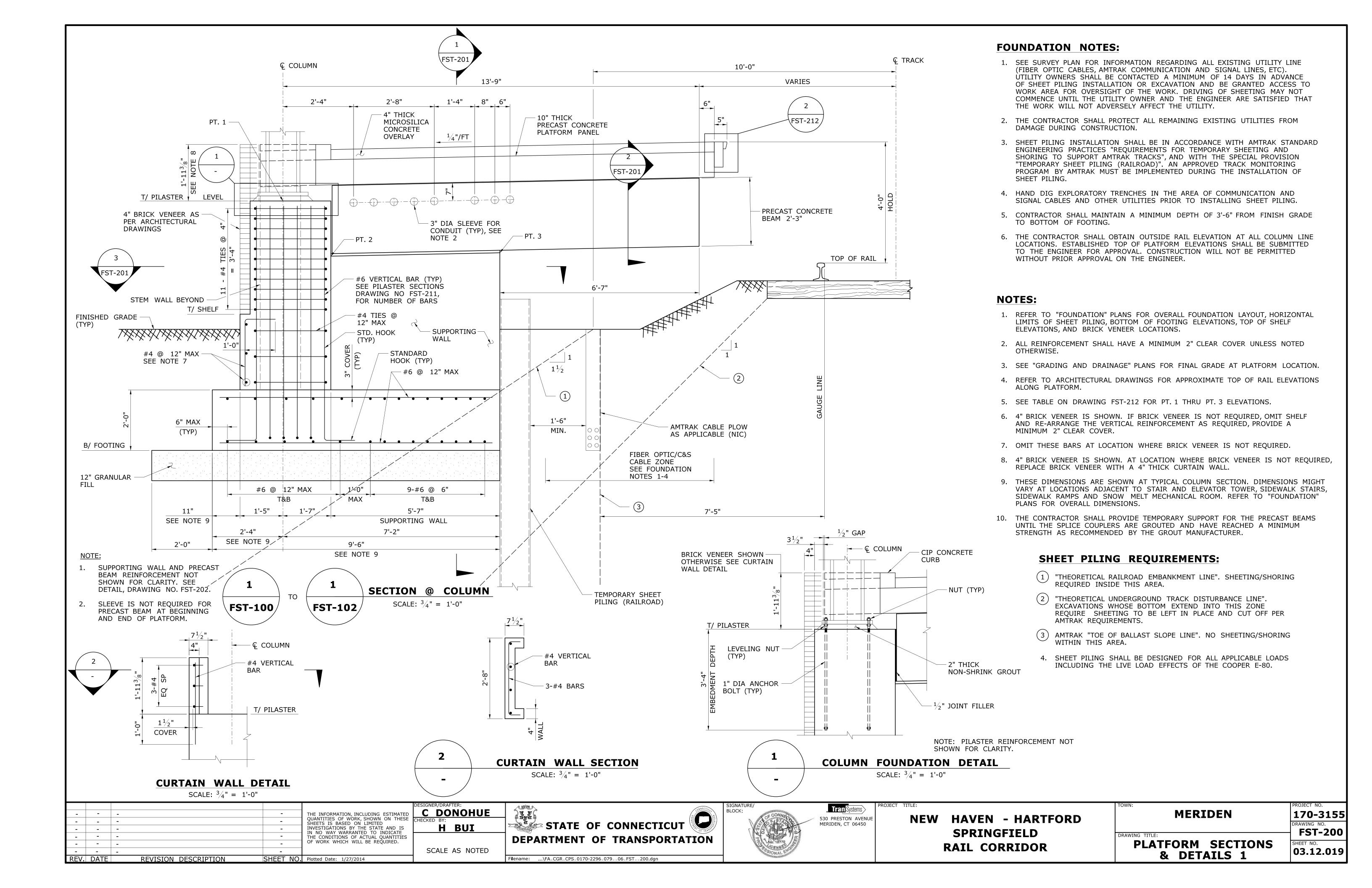


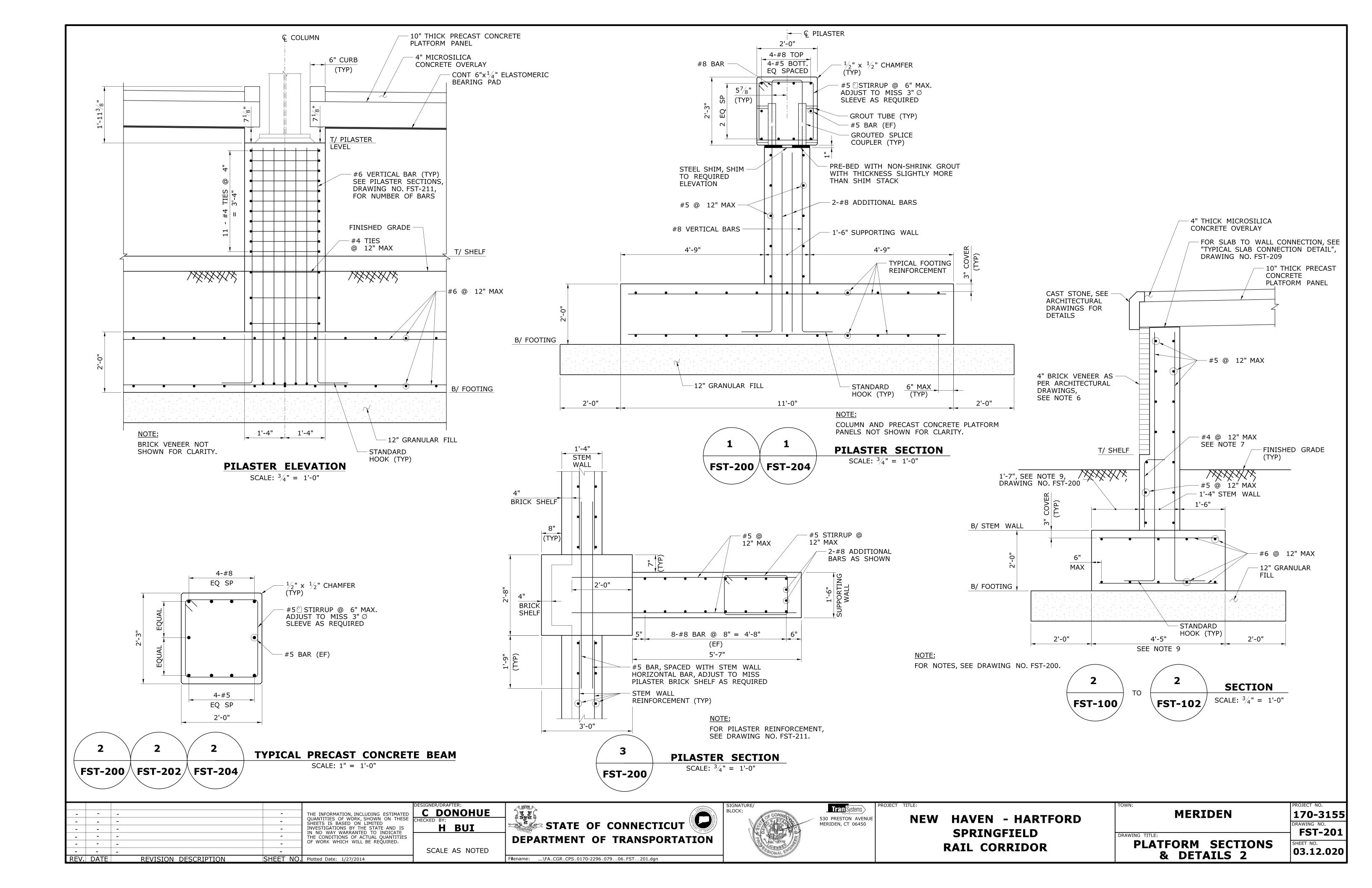
Tran Systems 530 PRESTON AVENUE MERIDEN, CT 06450

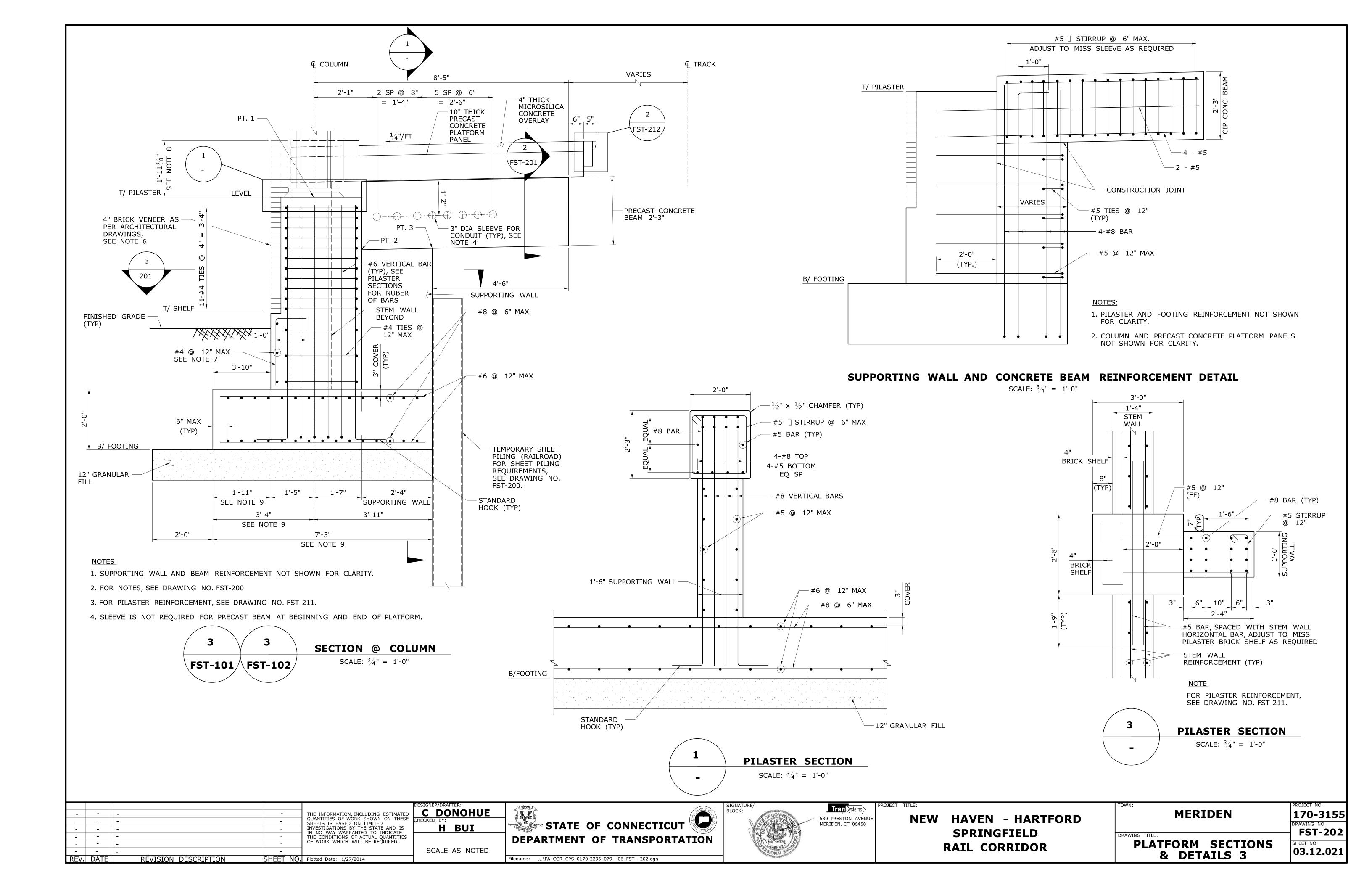
HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

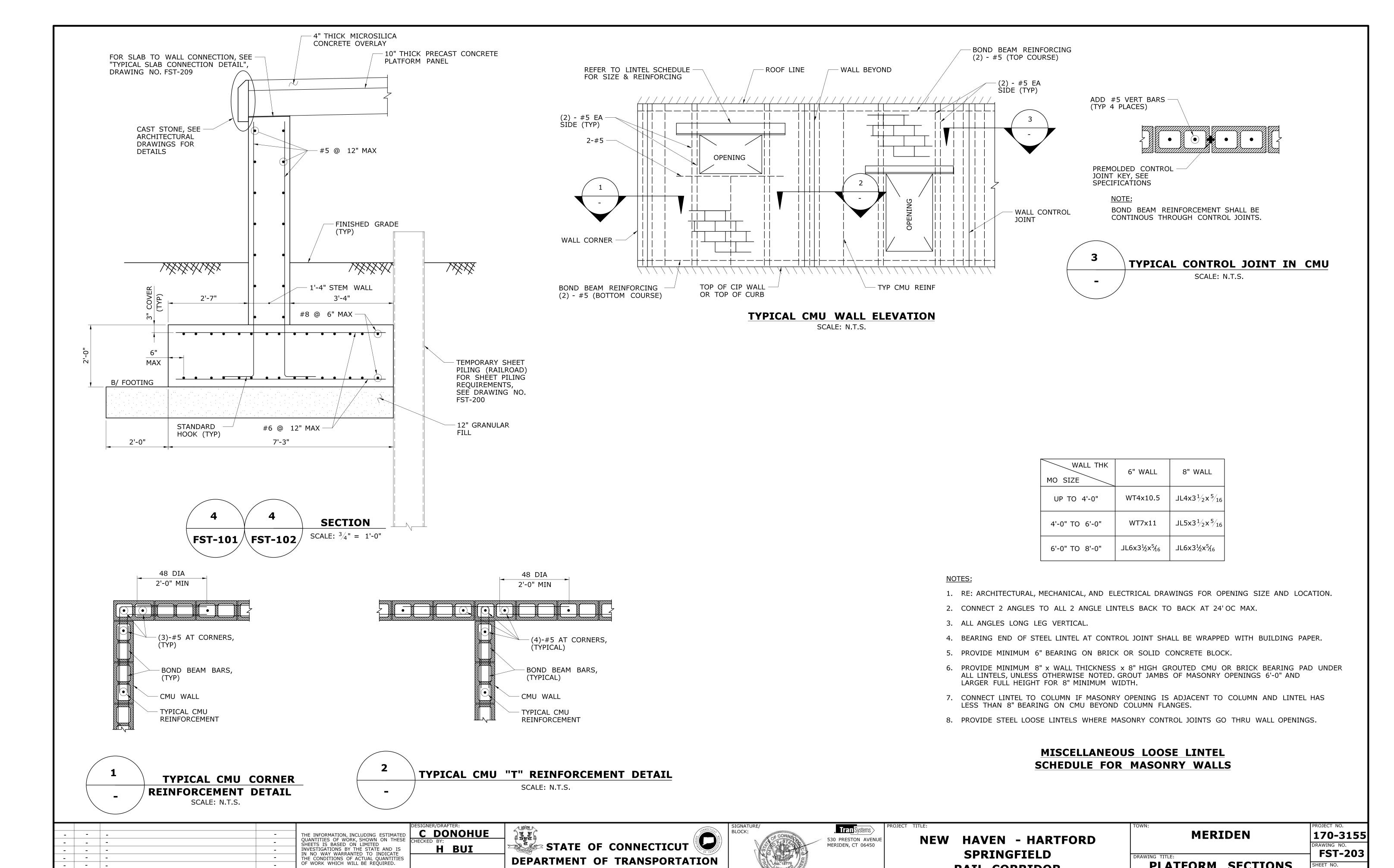
| ΓOWN: | MERIDEN |
|----------------|---------|
| DRAWING TITLE: | TOWER |

170-3155 DRAWING NO. **FST-113** 03.12.018 **COLUMN SCHEDULE**









H BUI

SCALE AS NOTED

DEPARTMENT OF TRANSPORTATION

Filename: ...\FA_CGR_CPS_0170-2296_079__06_FST__203.dgn

MERIDEN, CT 06450

- - -

- | - | -

_ | _ _ _

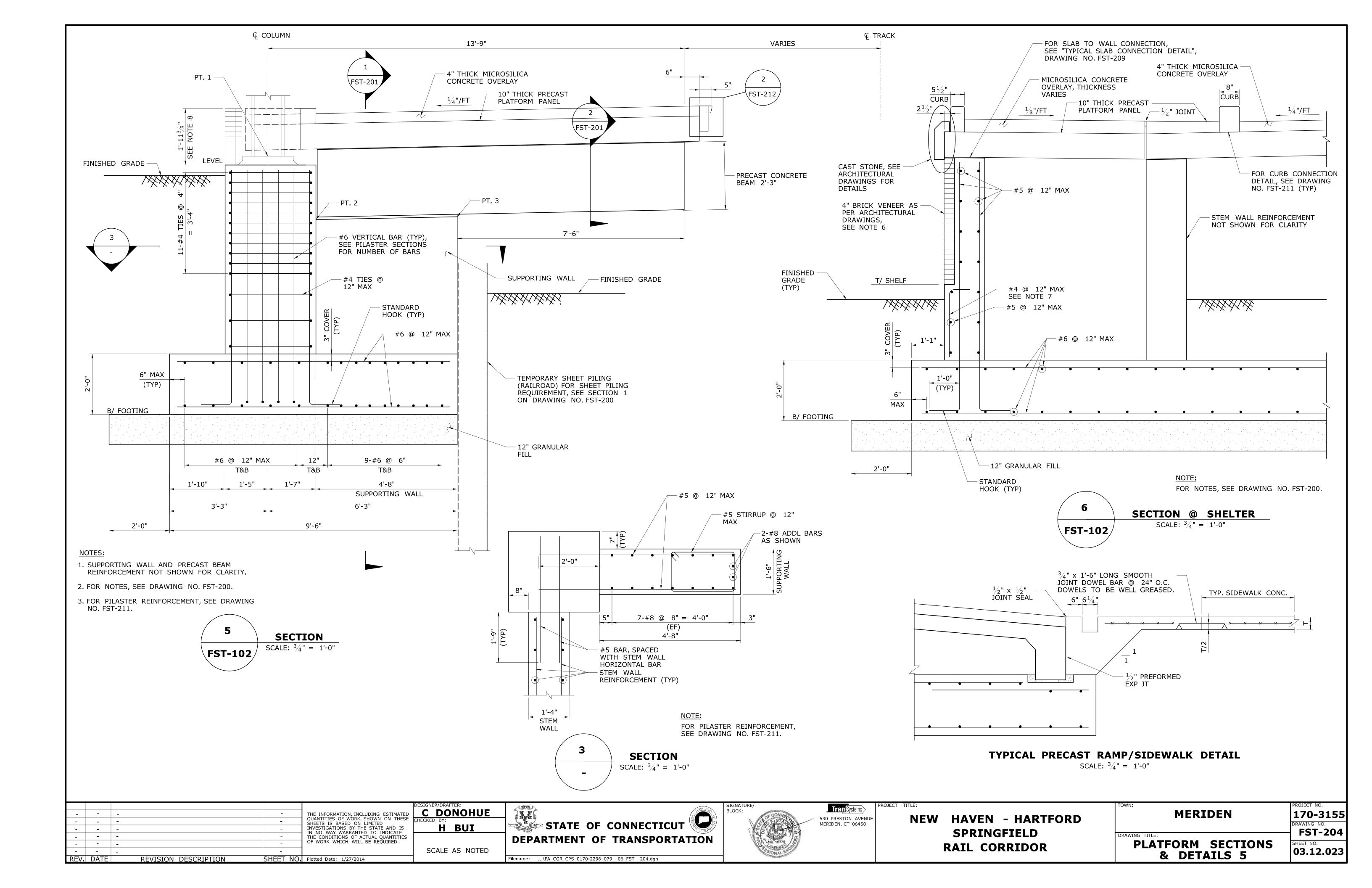
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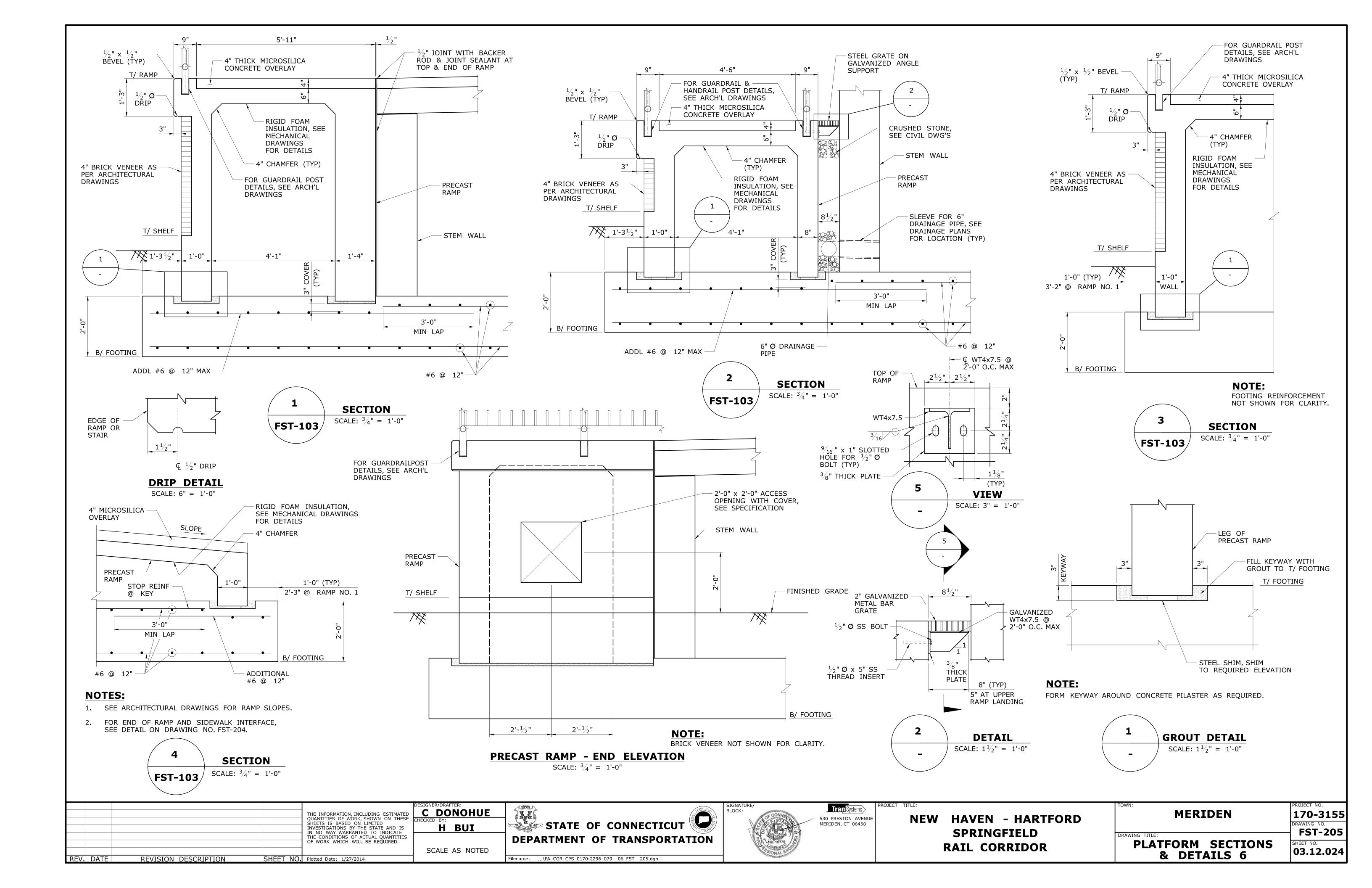
REVISION DESCRIPTION

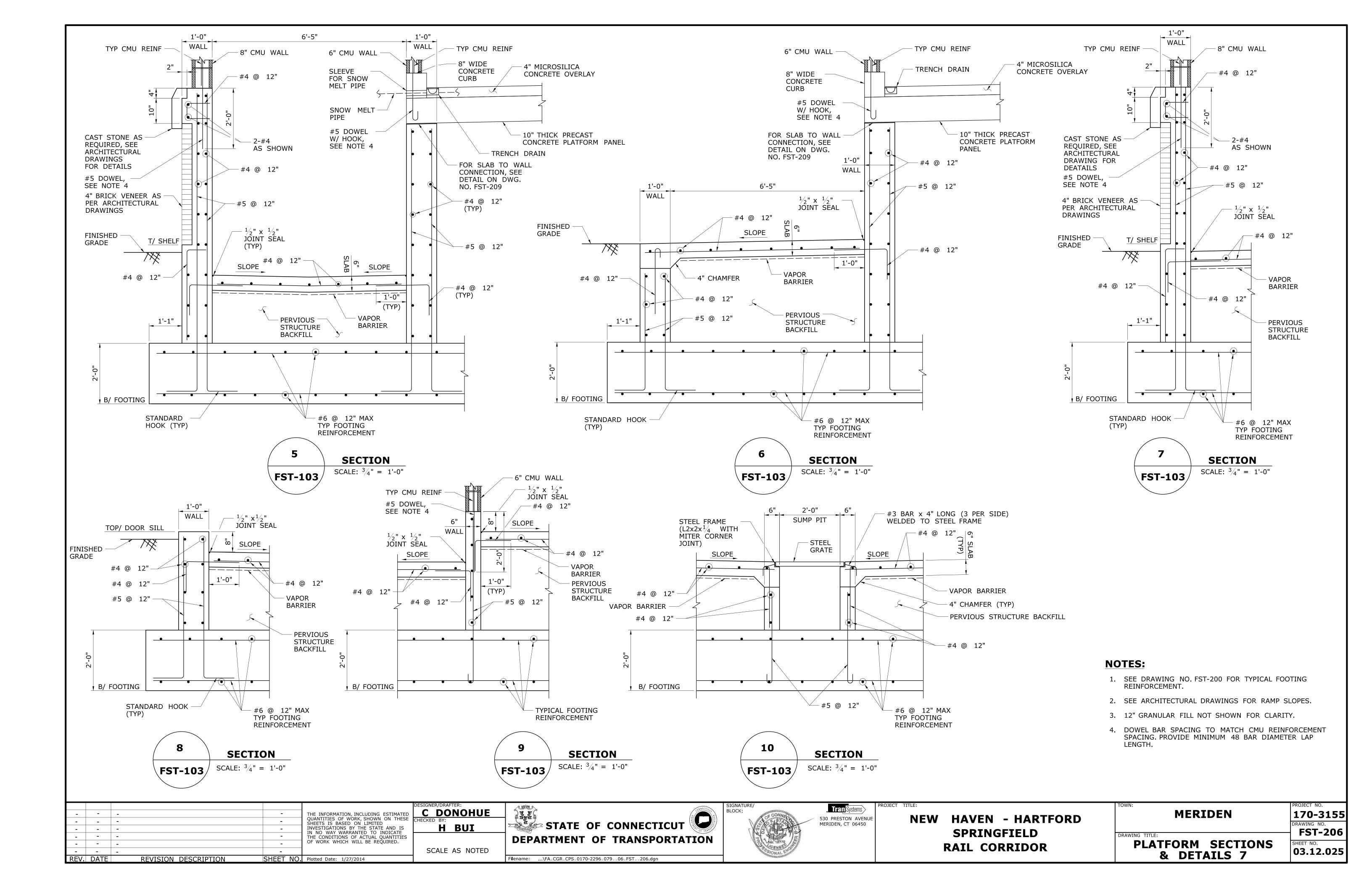
SHEET NO. Plotted Date: 1/27/2014

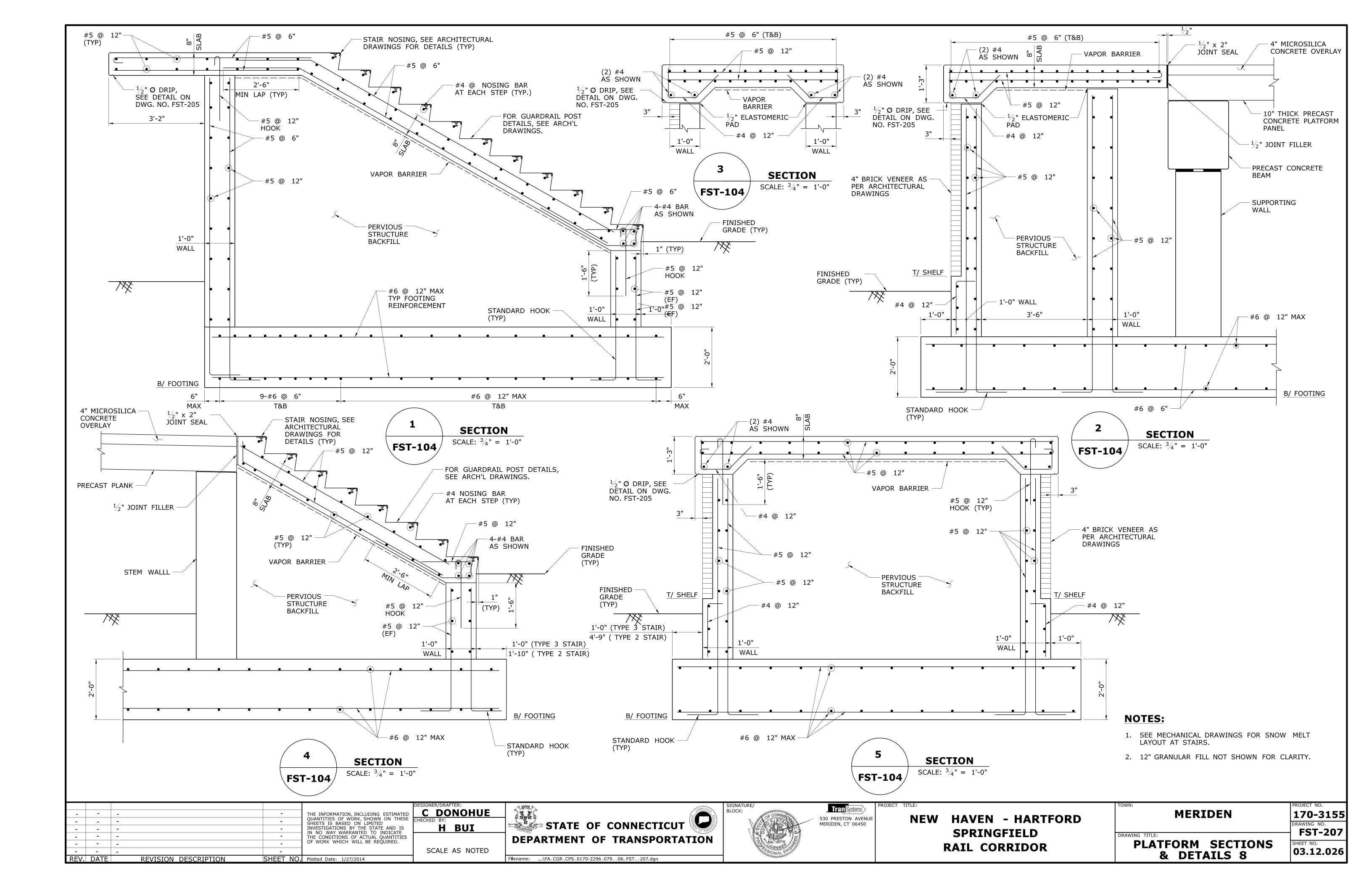
REV. DATE

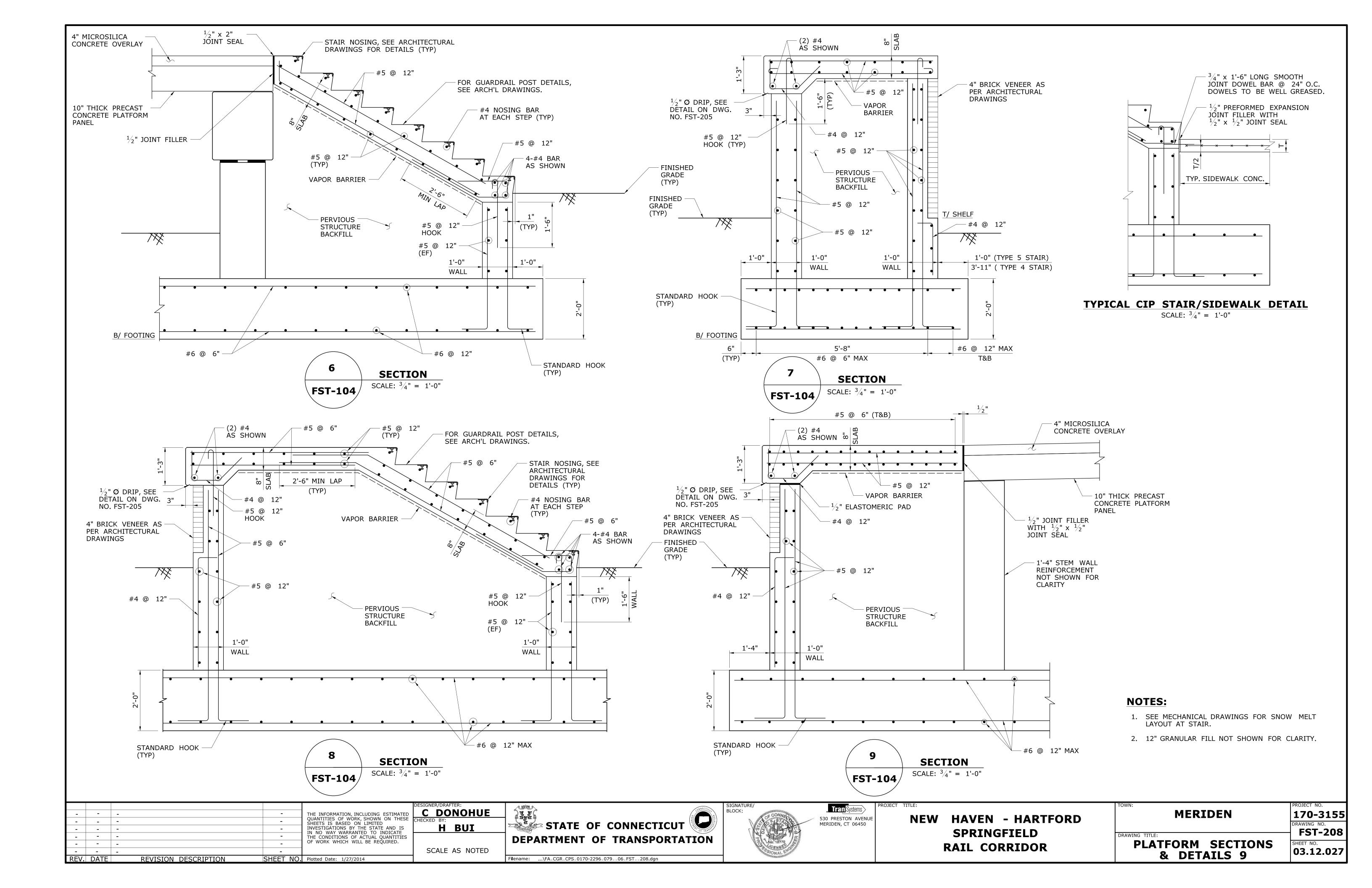
NEW HAVEN - HARTFORD FST-203 SPRINGFIELD PLATFORM SECTIONS RAIL CORRIDOR 03.12.022 & DETAILS 4

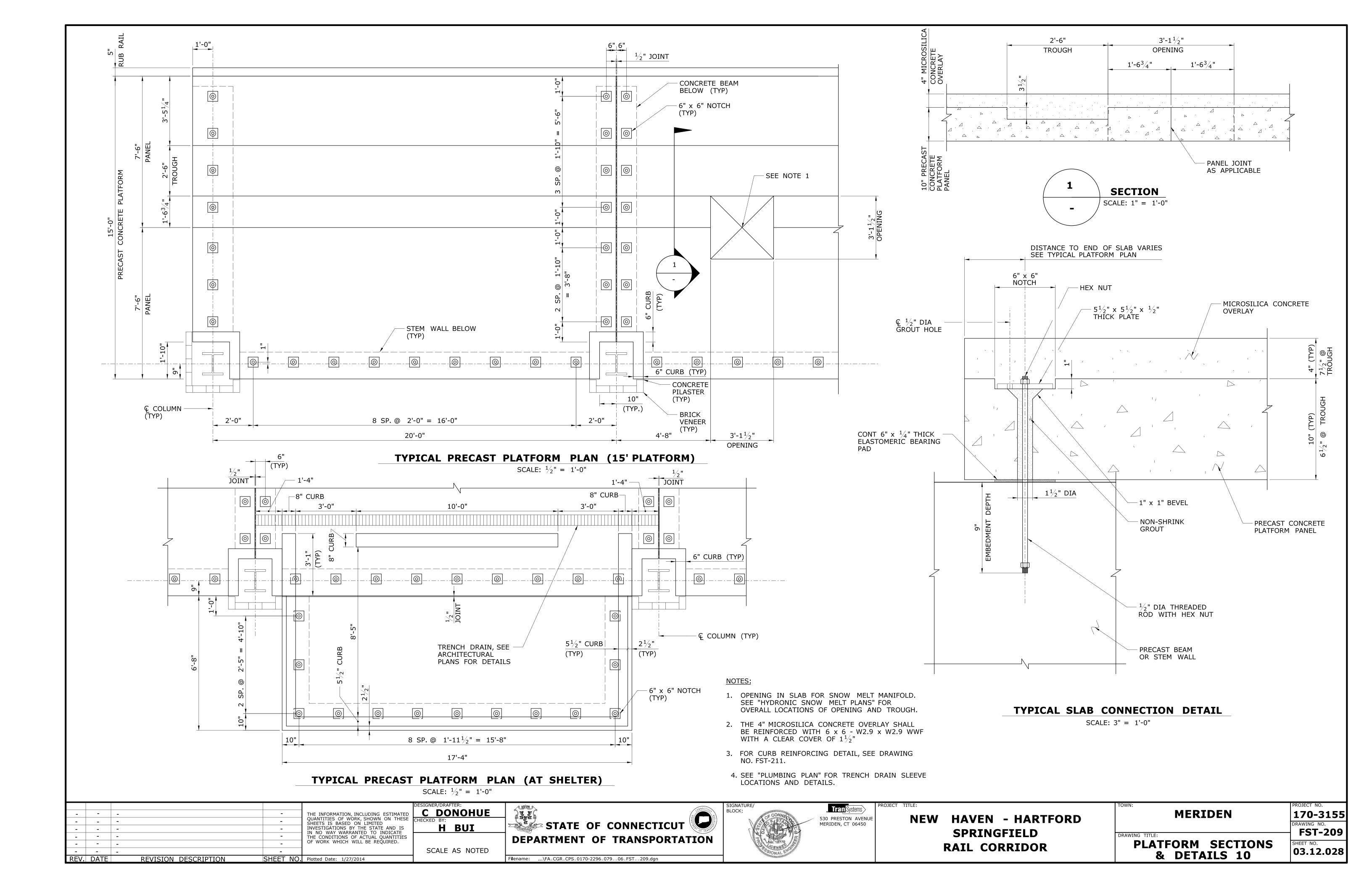


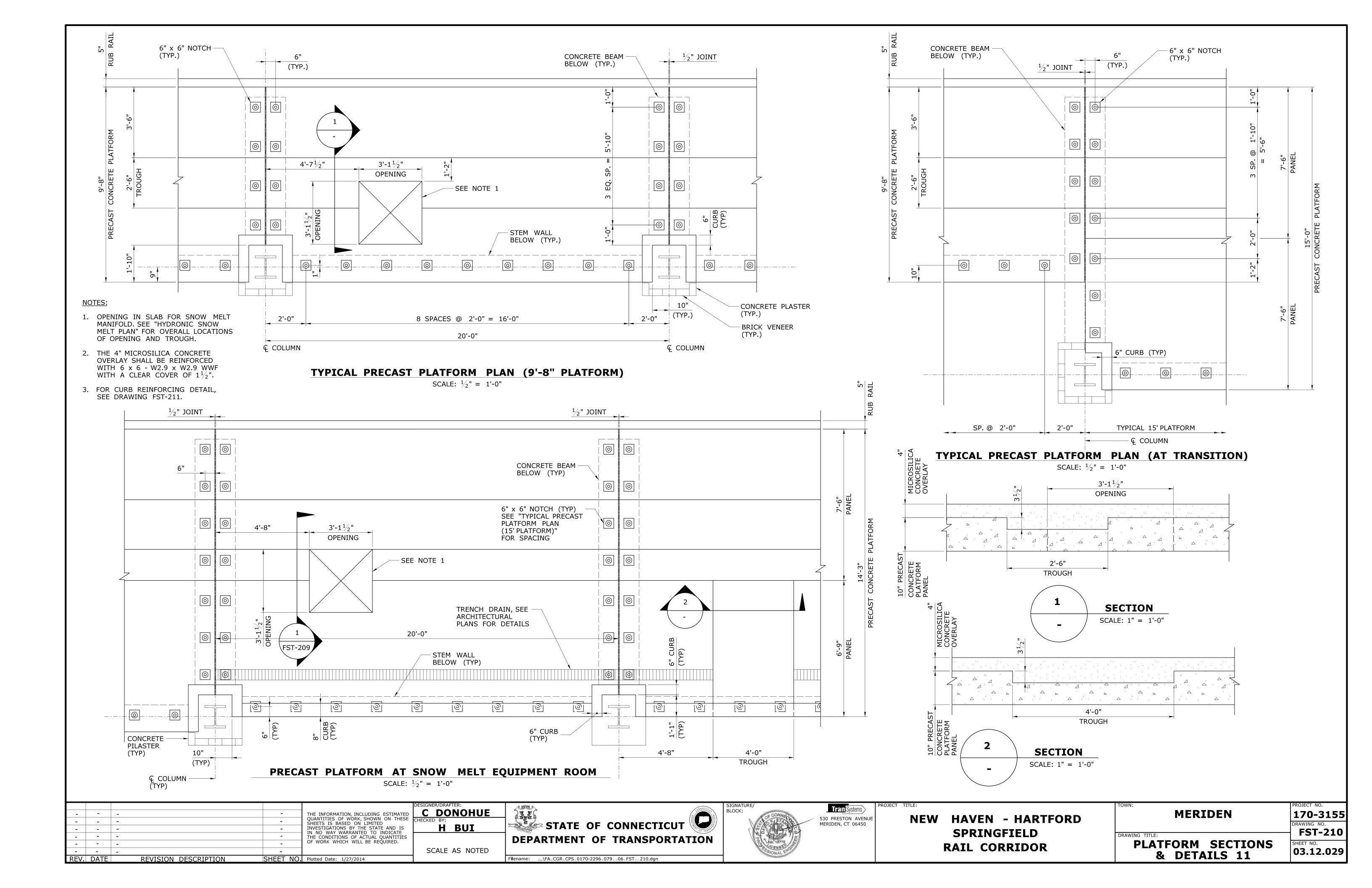


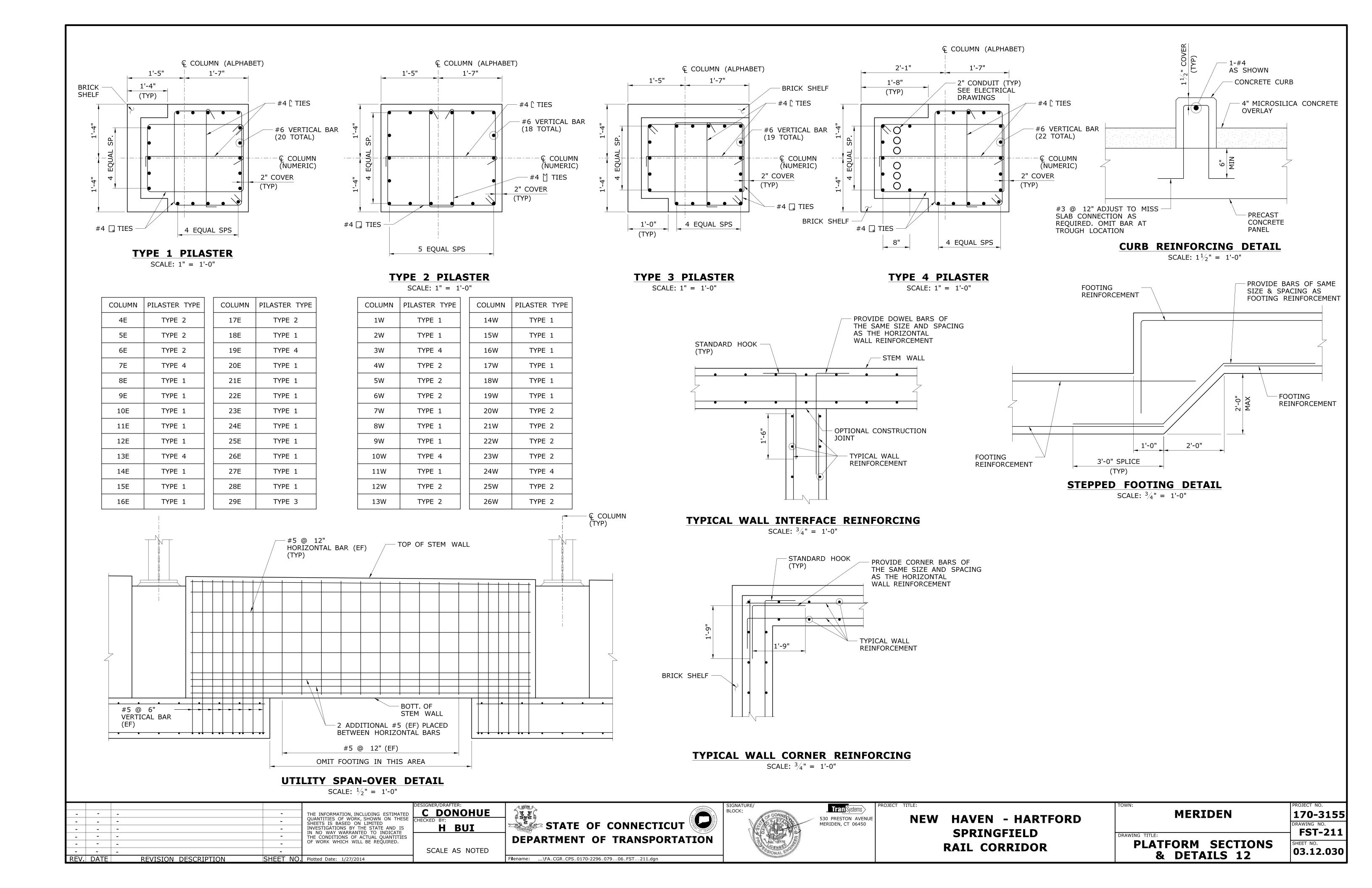


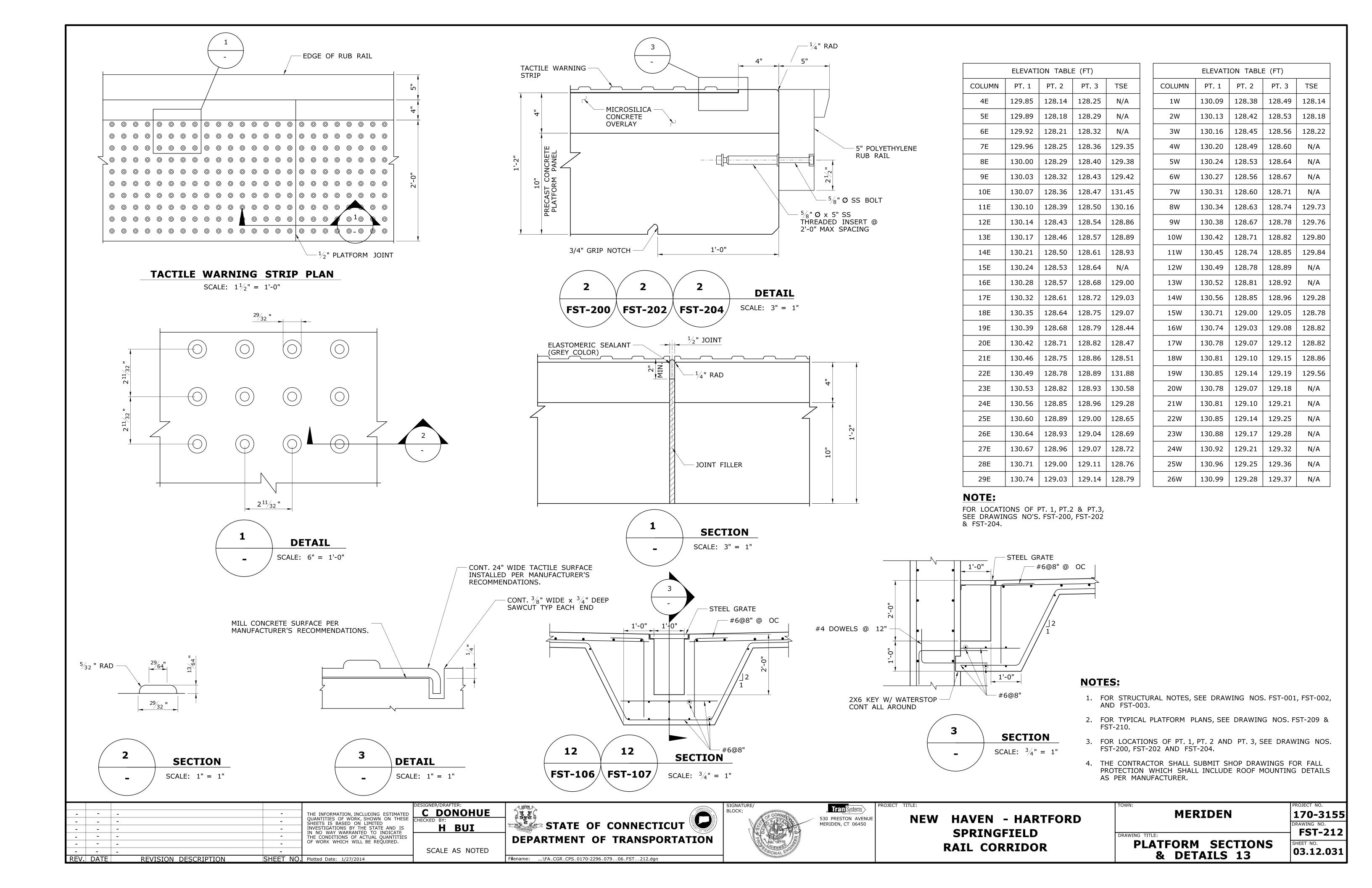


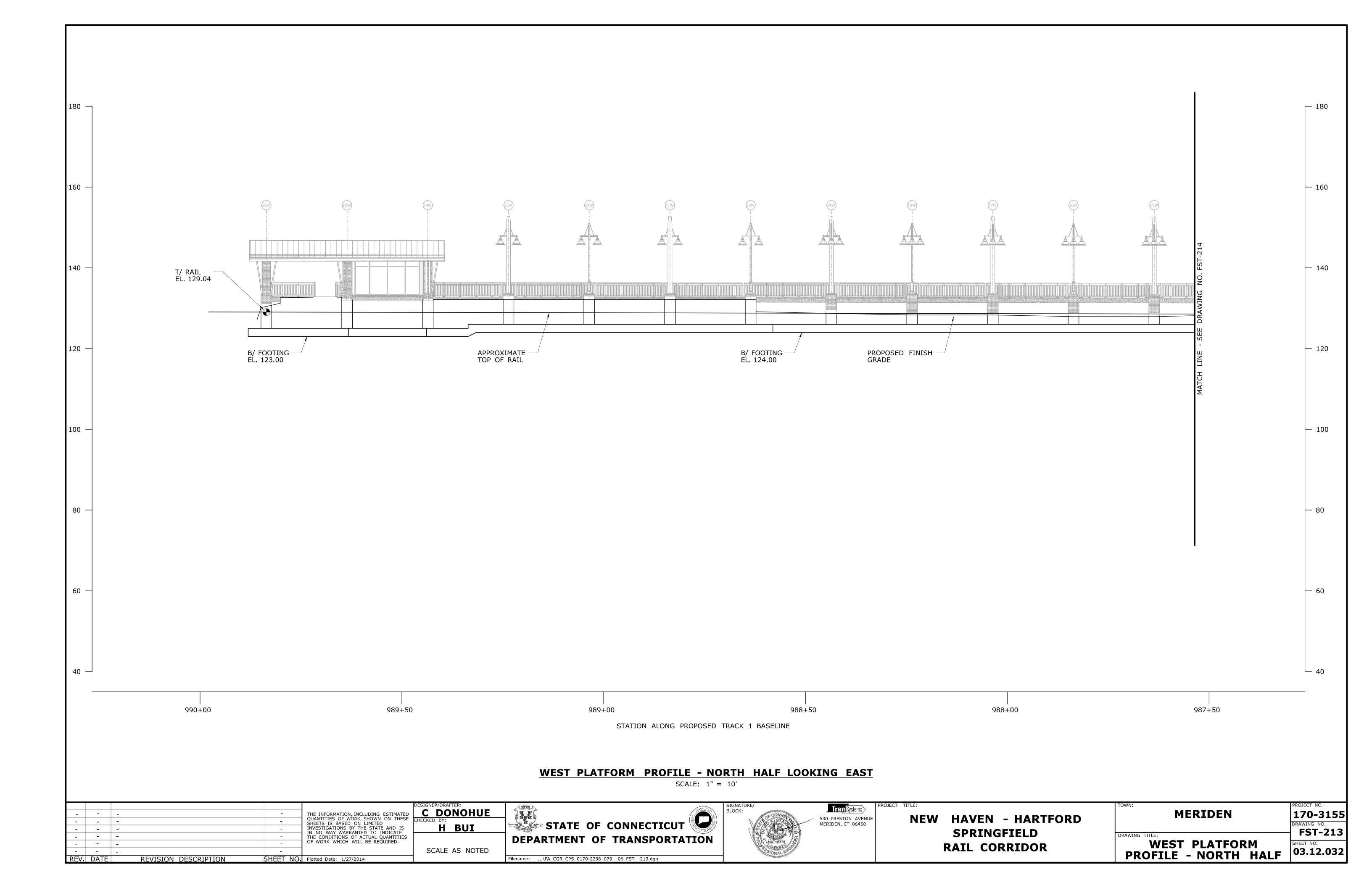


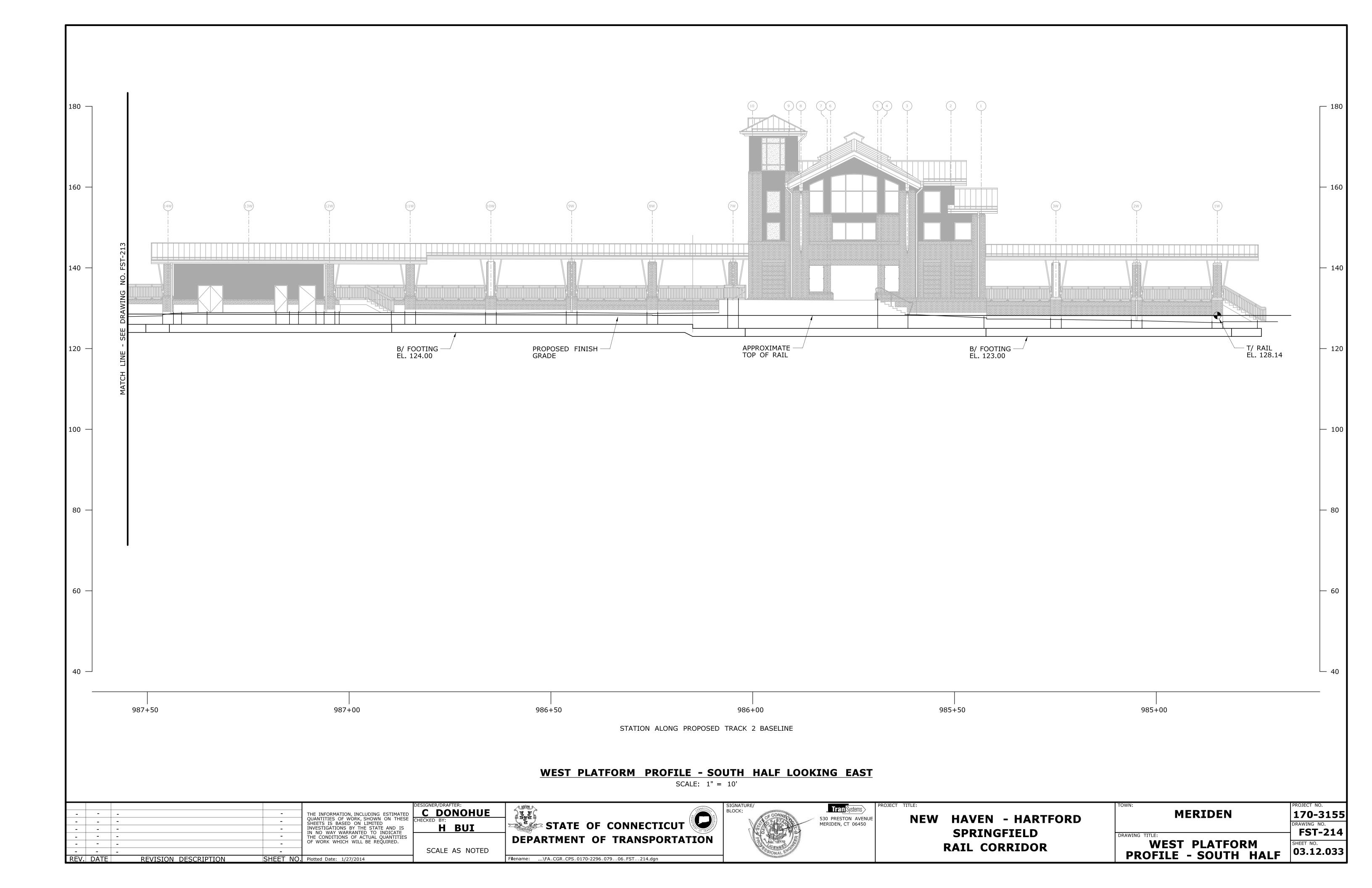


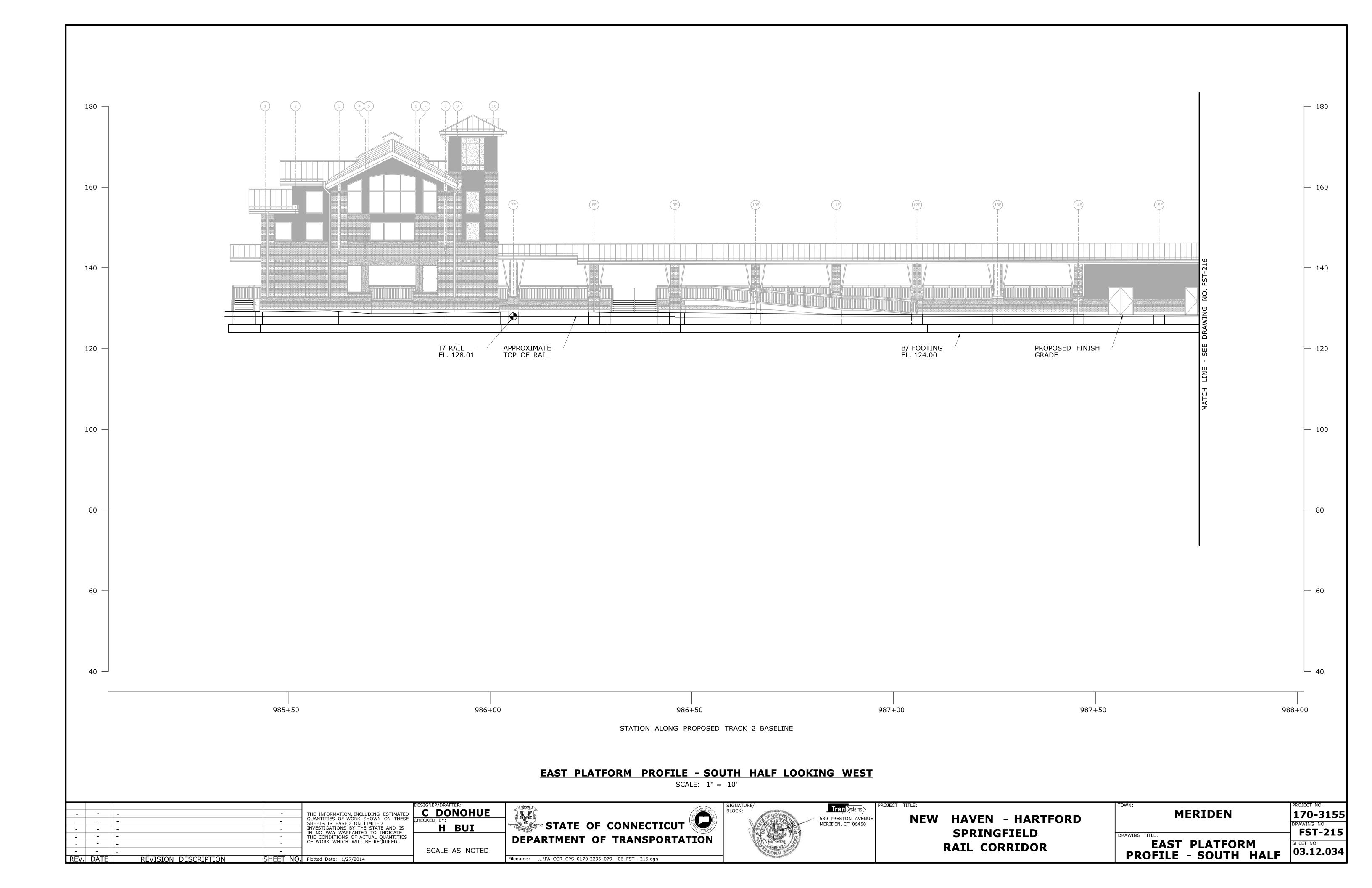


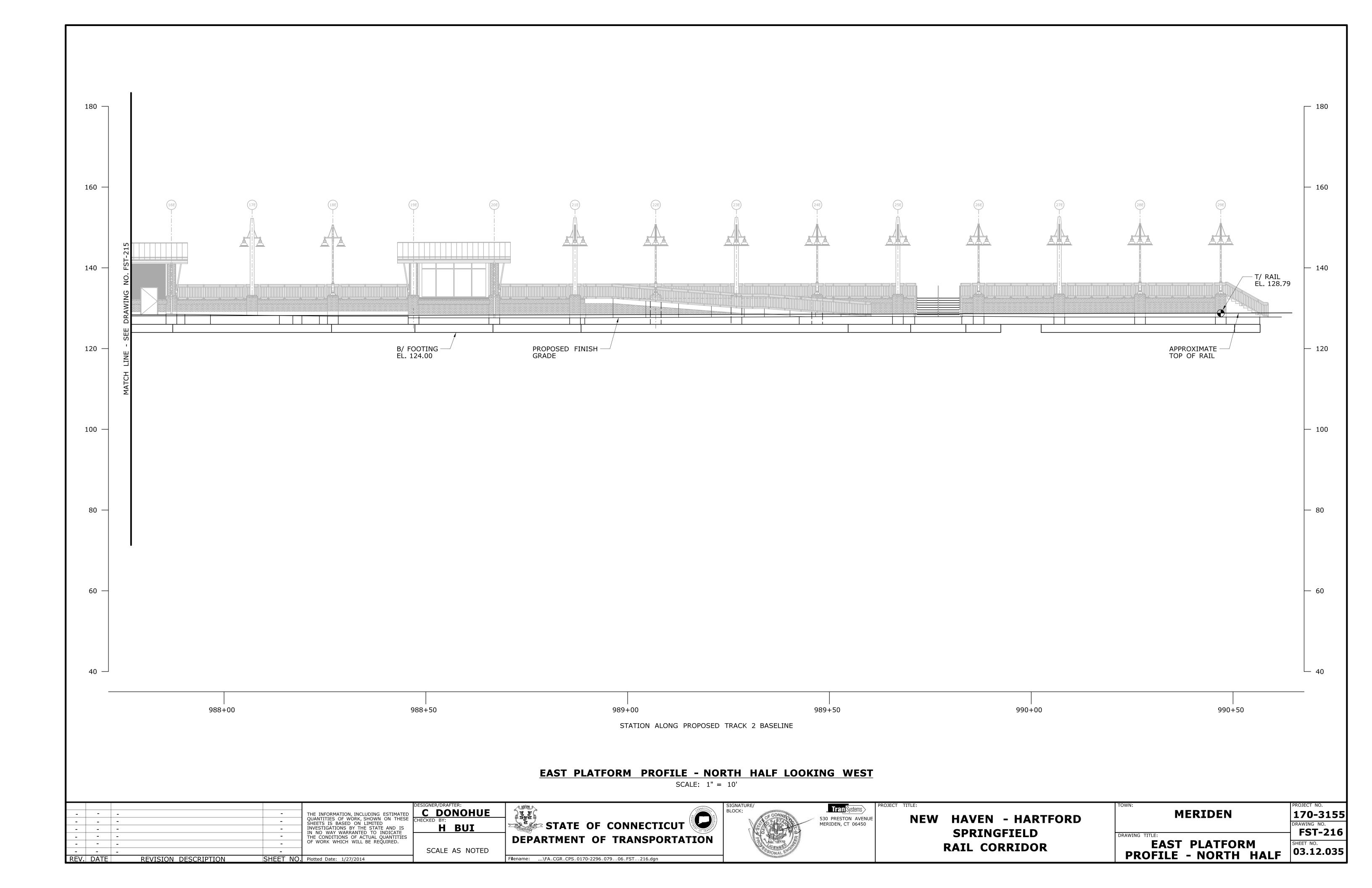


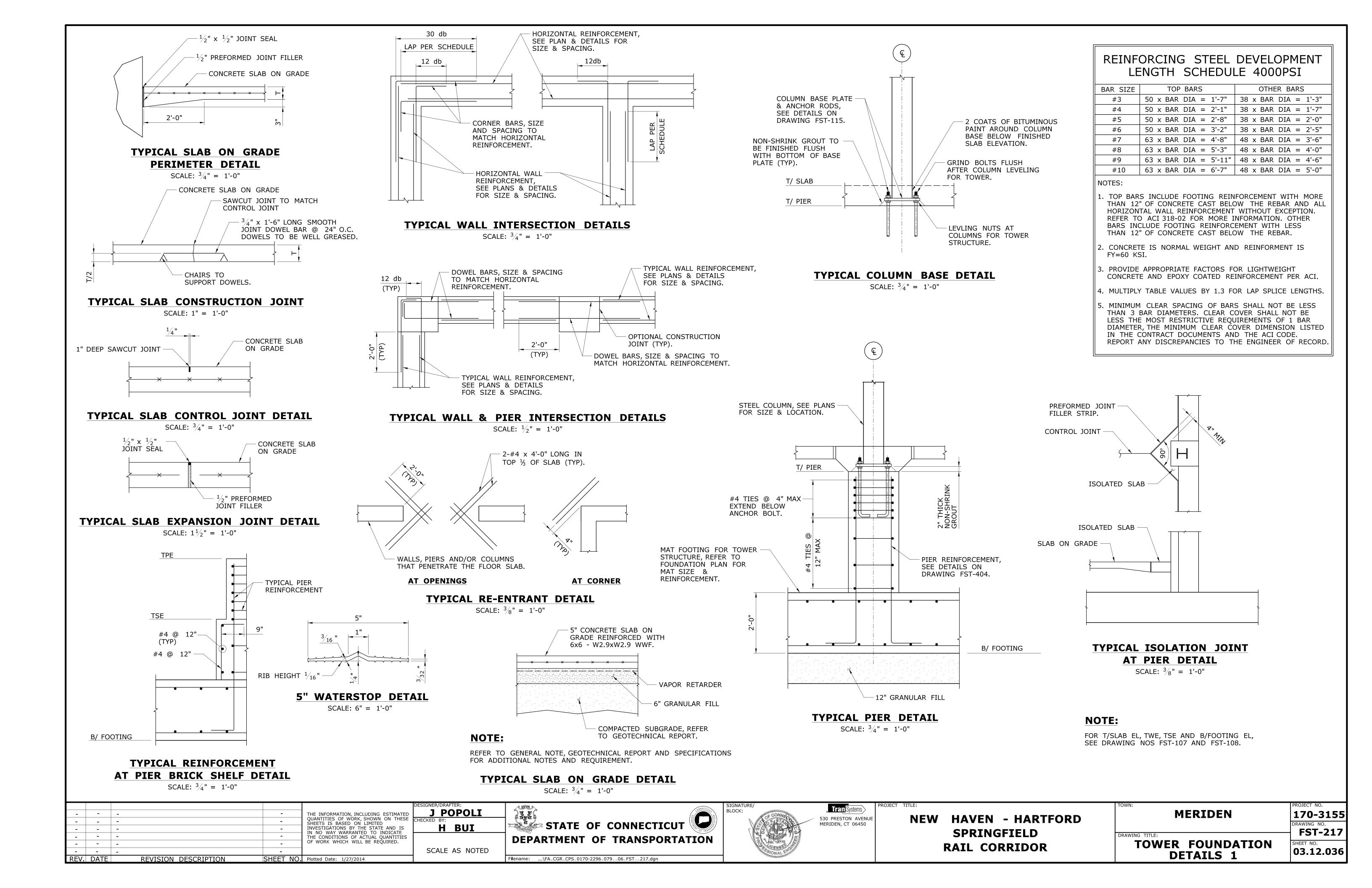


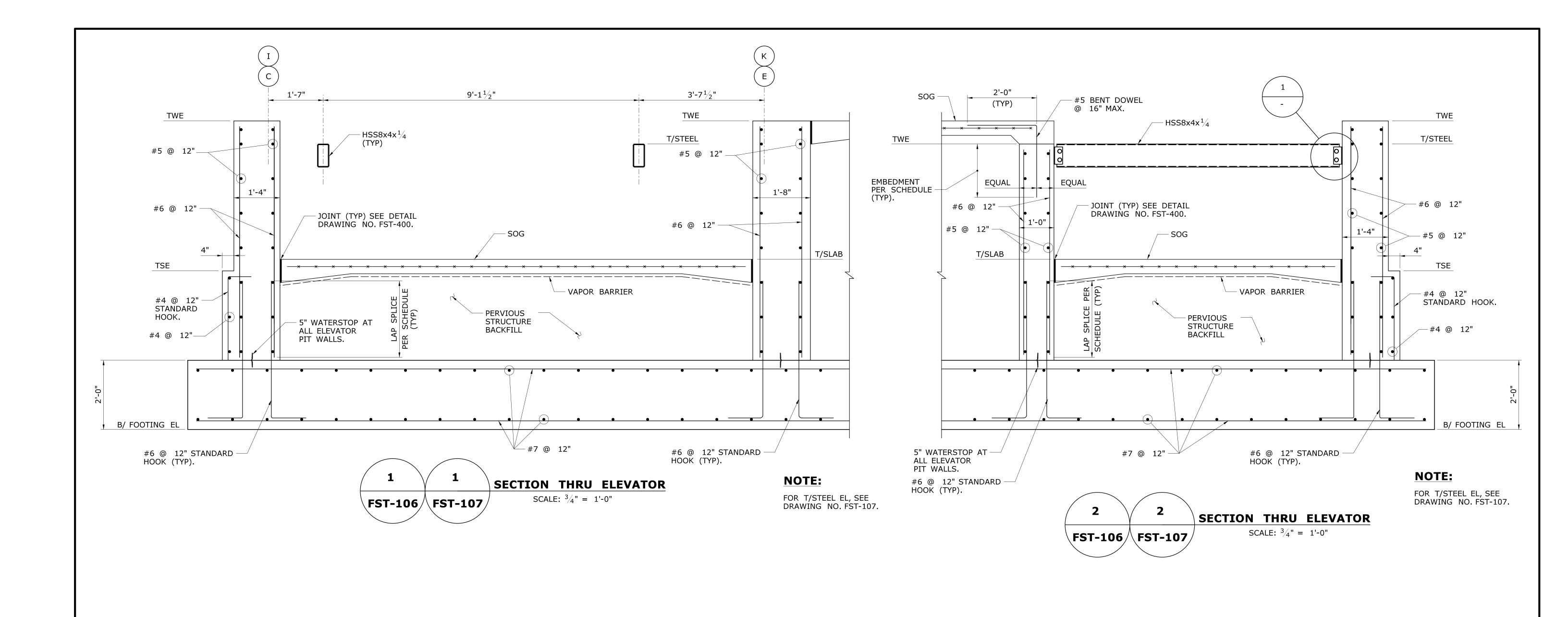


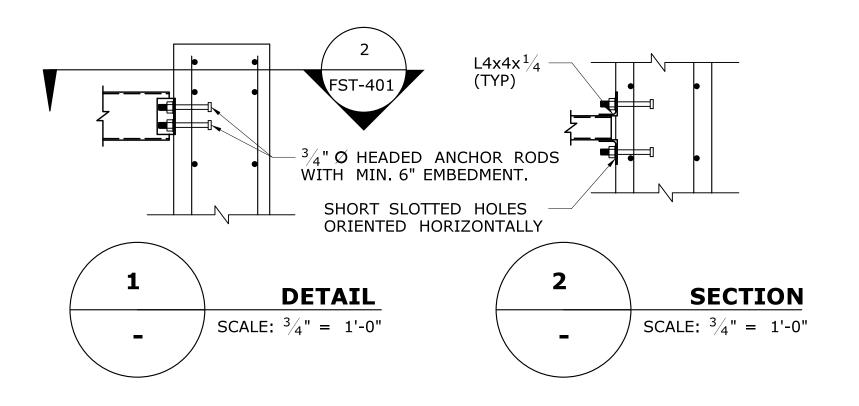












| PIER # | INITIAL ELEVATION | FINAL ELEVATION | PIER # | INITIAL ELEVATION | FINAL ELEVATION |
|--------|----------------------|--------------------|--------|----------------------|--------------------|
| 1 | -0'-8" | +0'-0" | 7 | +0'-8" | +1'-4" |
| 1A | -0'-8" | +0'-0" | 7A | +0'-8" | +1'-4" |
| 2 | -0'-8" | +0'-0" | 8 | +0'-8" | +1'-4" |
| 2A | -0'-8" | +0'-0" | 9 | -0'-8" | +0'-0" |
| 3 | -0'-8" | +0'-0" | 10 | -0'-8" | +0'-0" |
| 4 | +0'-8" | +1'-4" | 11 | -0'-8" | +0'-0" |
| 5 | -0'-8" | +0'-0" | 12 | -0'-8" | +0'-0" |

NOTES:

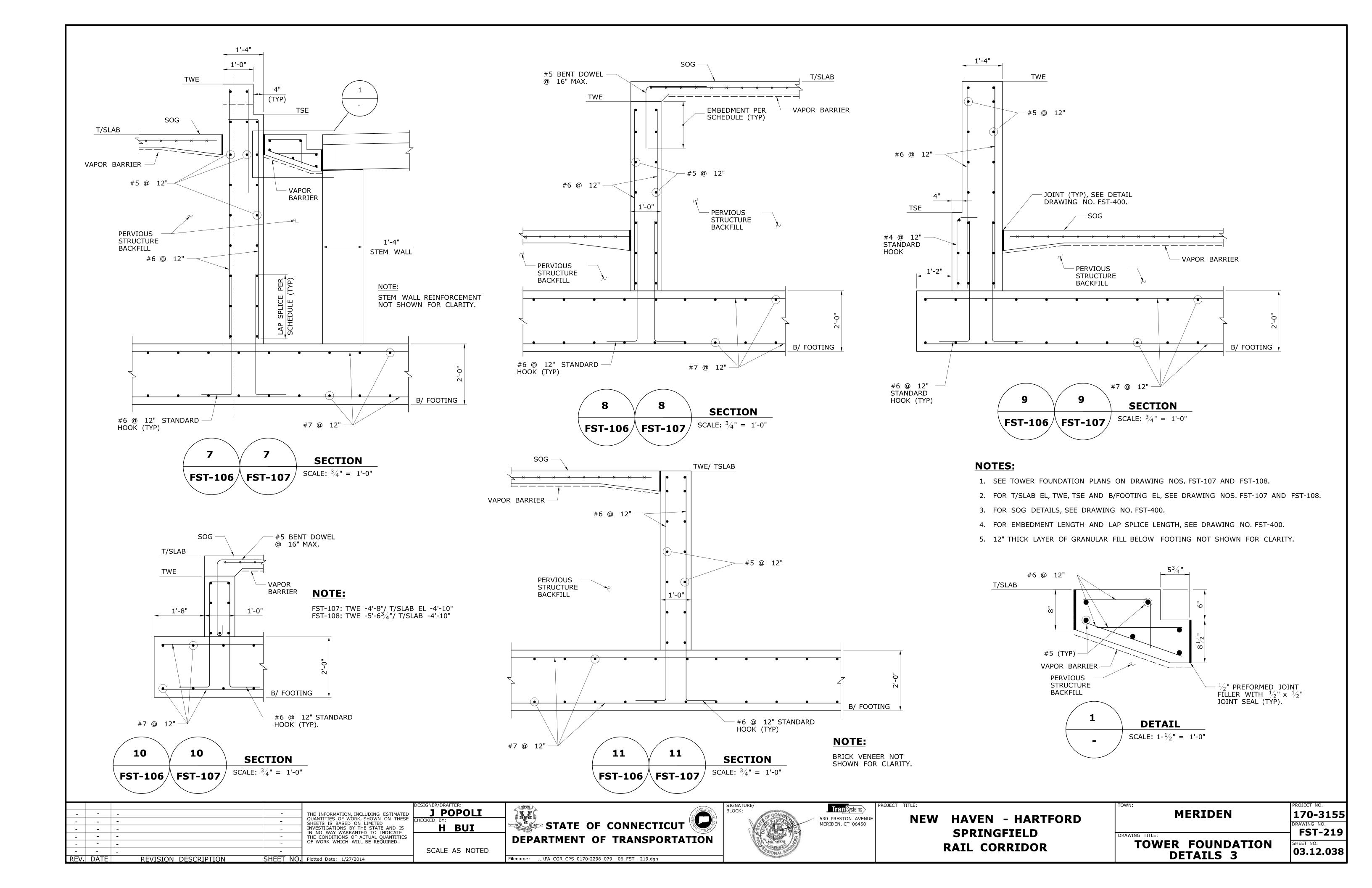
- 1. SEE TOWER FOUNDATION PLANS ON DRAWING NOS. FST-107 AND FST-108.
- 2. FOR T/SLAB EL, TWE, TSE AND B/FOOTING EL, EE DRAWING NOS. FST-107 AND FST-108.
- 3. FOR SOG DETAILS, SEE DRAWING NO. FST-400.
- 4. FOR EMBEDMENT LENGTH AND LAP SPLICE LENGTH, SEE DRAWING NO. FST-400.
- 5. 12" THICK LAYER OF GRANULAR FILL BELOW FOOTING NOT SHOWN FOR CLARITY.
- 6. THE INITIAL PIER ELEVATIONS SHOWN ON FST-106 & FST-107 ARE TO BE MADE PRIOR TO COLUMN INSTALLATION. FINAL PIER ELEVATIONS GIVEN IN THE TABLE ON FST-118 ARE TO BE MADE CONCURRENTLY WITH SLAB ON GRADE CONSTRUCTION.

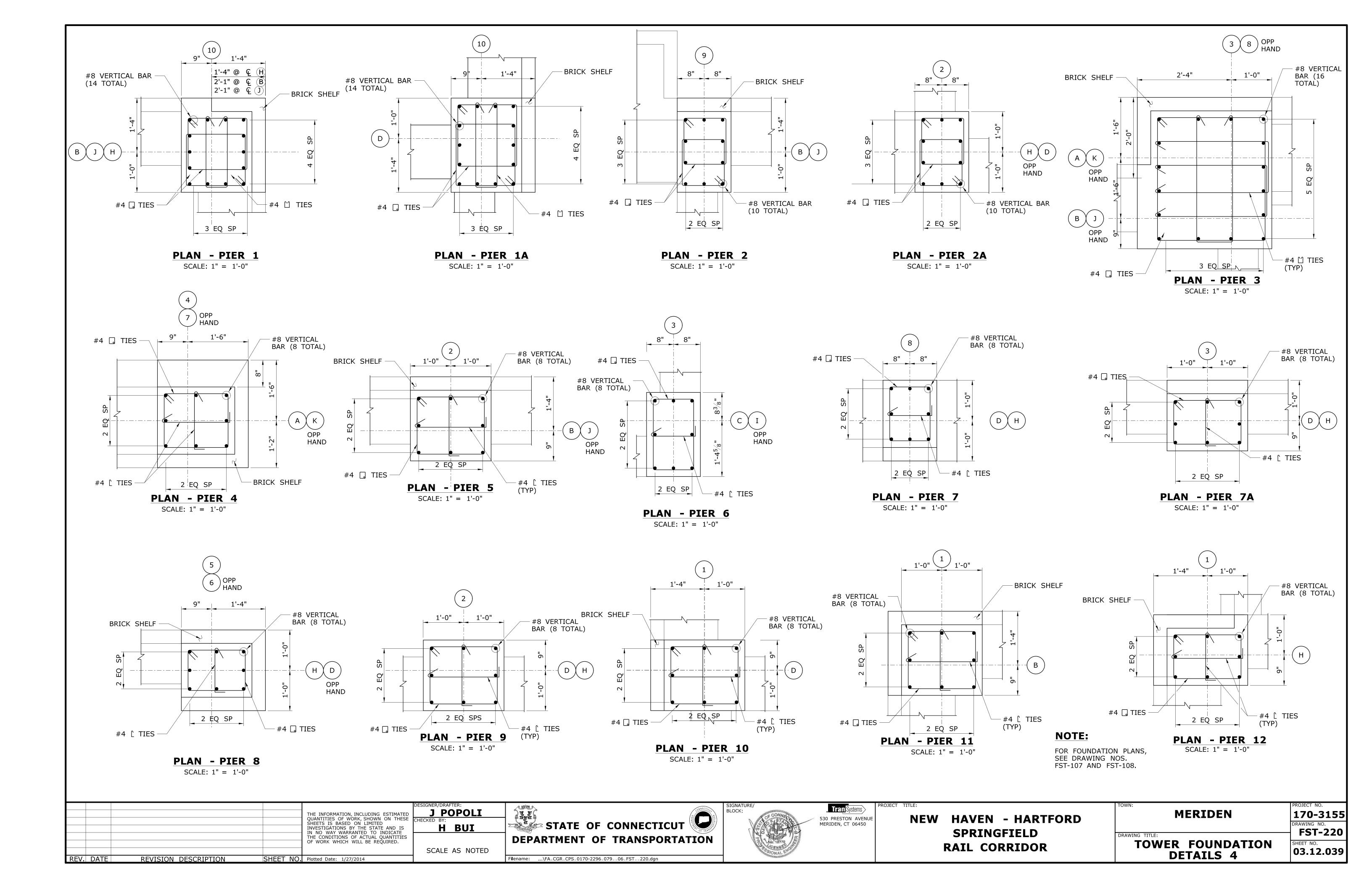
170-3155

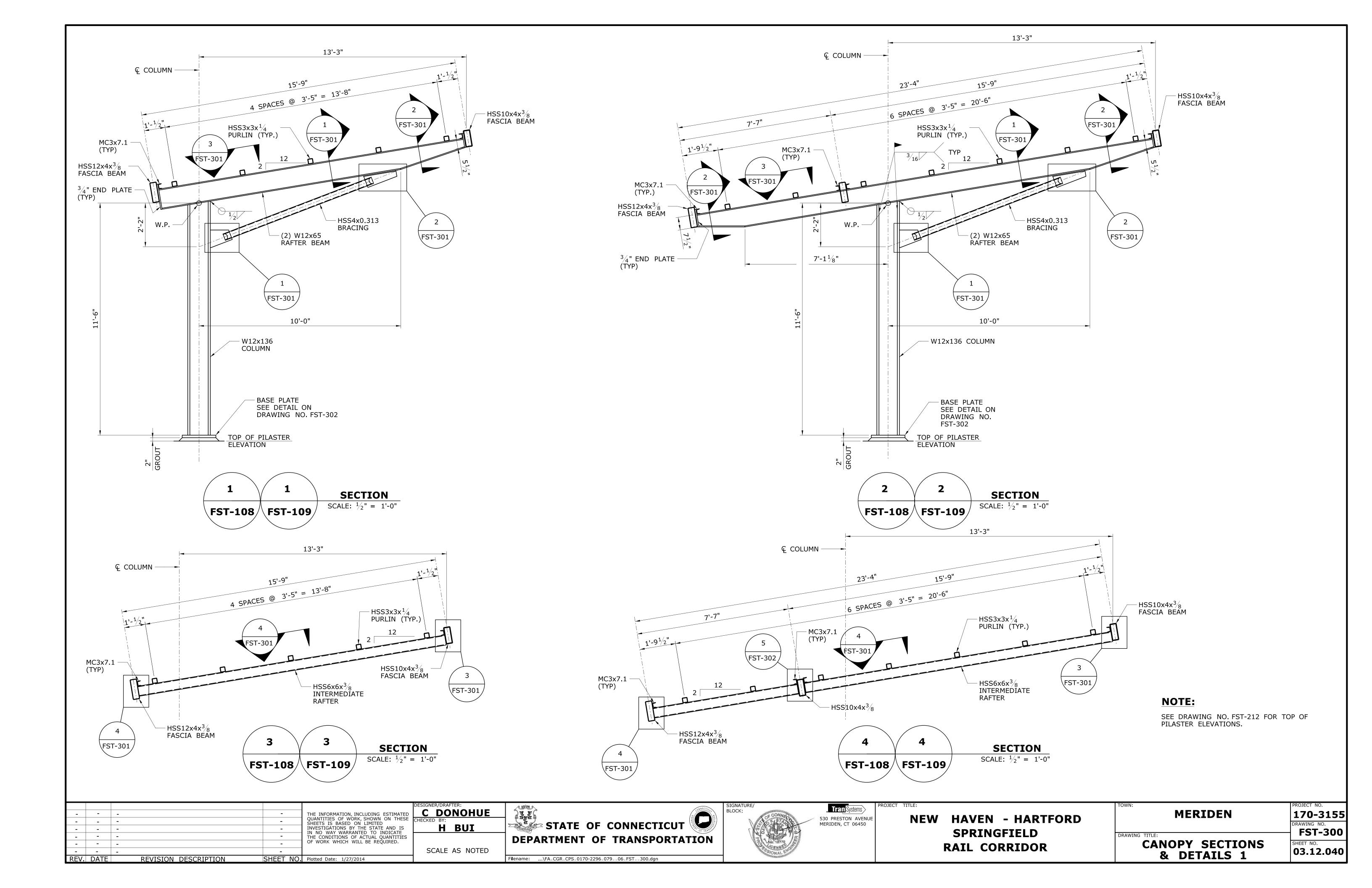
FST-218

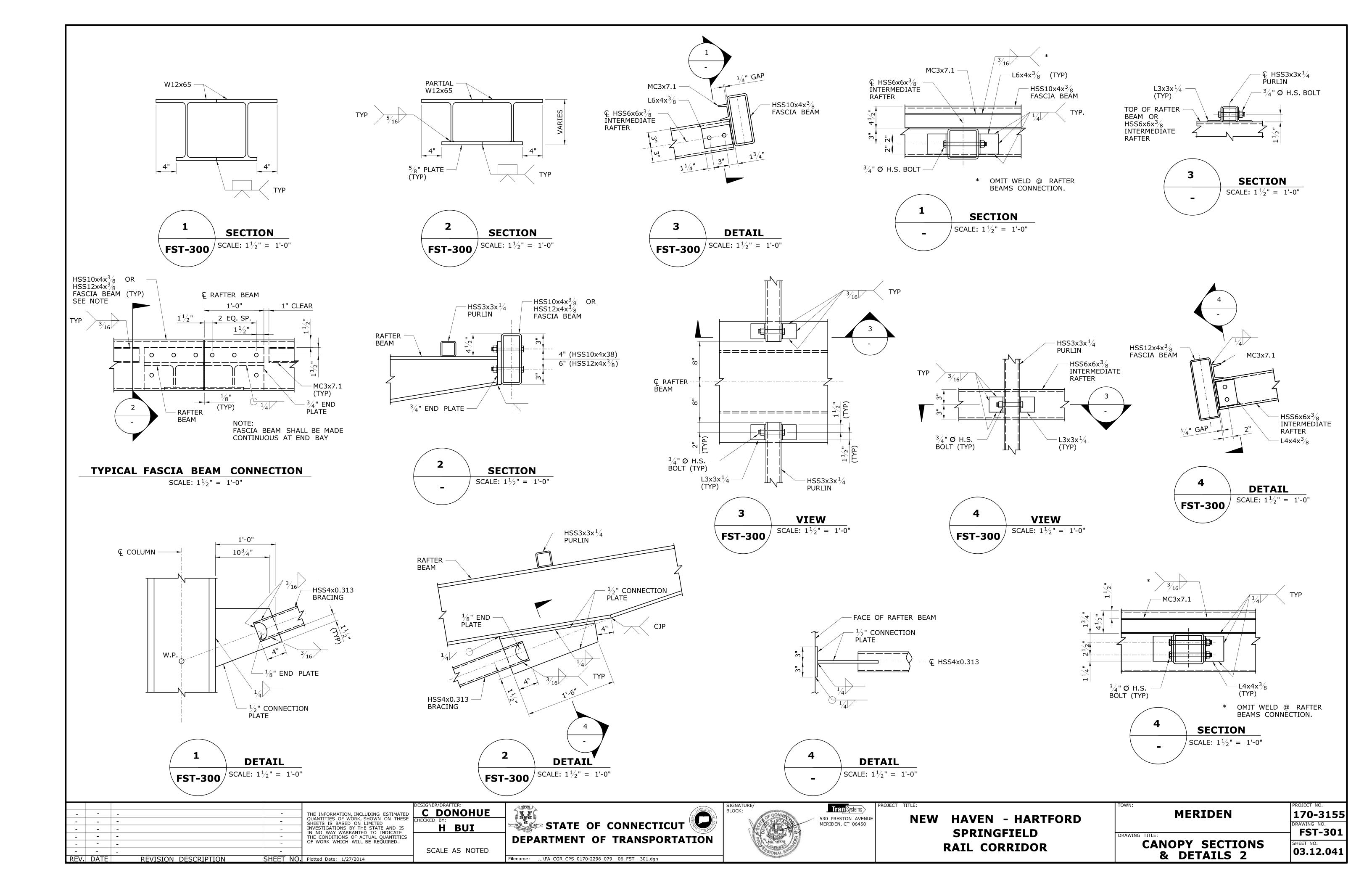
03.12.037

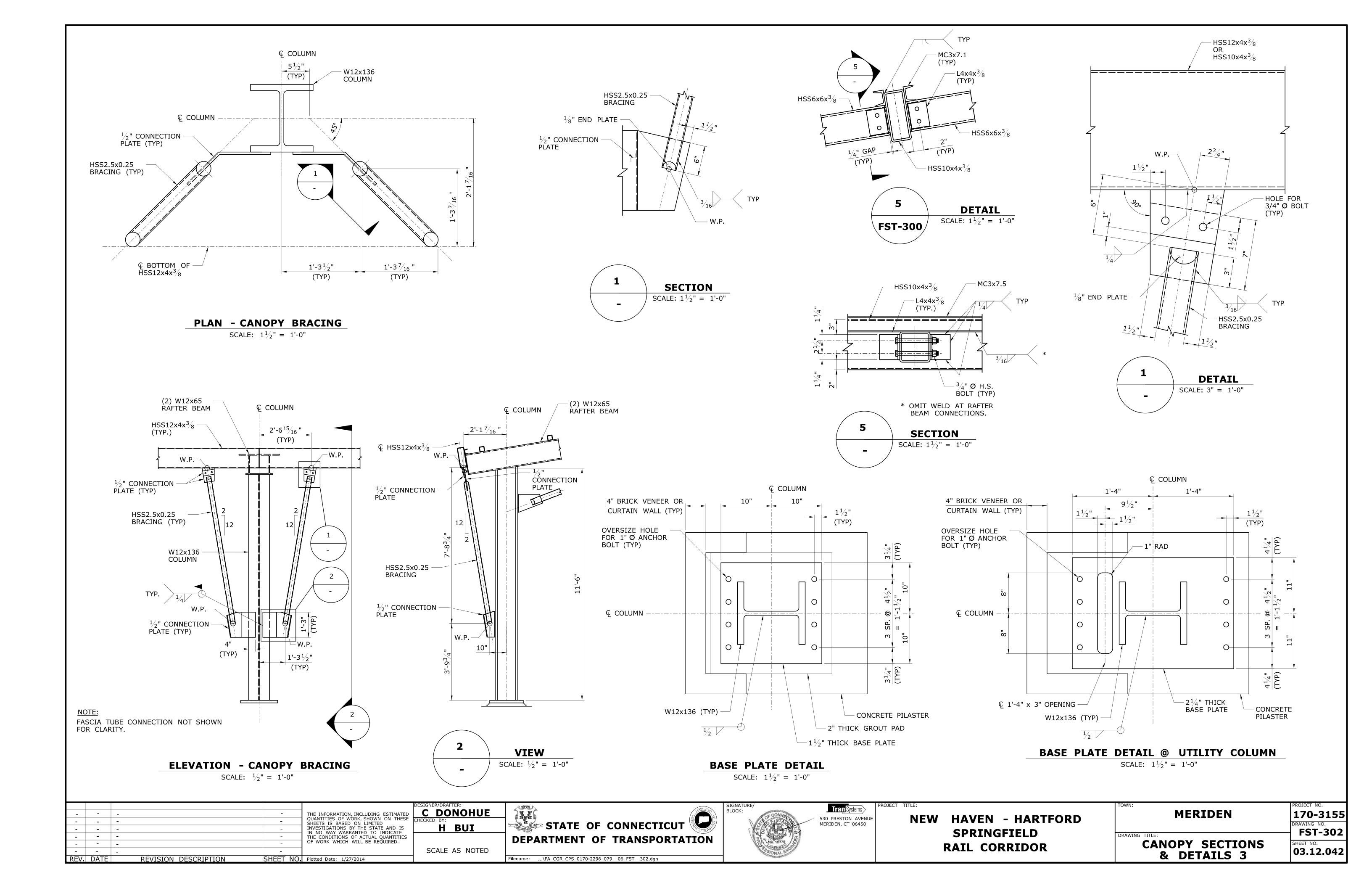
| | | | THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS | DESIGNER/DRAFTER: J POPOLI CHECKED BY: H BUI | STATE OF CONNECTICUT | SIGNATURE/ BLOCK: Tran Systems 530 PRESTON AVENUE MERIDEN, CT 06450 | PROJECT TITLE: | HAVEN - HARTFORD | MERIDEN |
|----------------------|----------------------|--------------------|---|---|---|--|----------------|------------------------------|----------------------------|
| EV. DATE | REVISION DESCRIPTION | - - SHEET NO | IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. Plotted Date: 1/27/2014 | SCALE AS NOTED | DEPARTMENT OF TRANSPORTATION Filename:\FA_CGR_CPS_0170-2296_07906_FST218.dgn | No. 12776 W. 12 | ı | SPRINGFIELD RAIL CORRIDOR | TOWER FOUNDATION DETAILS 2 |

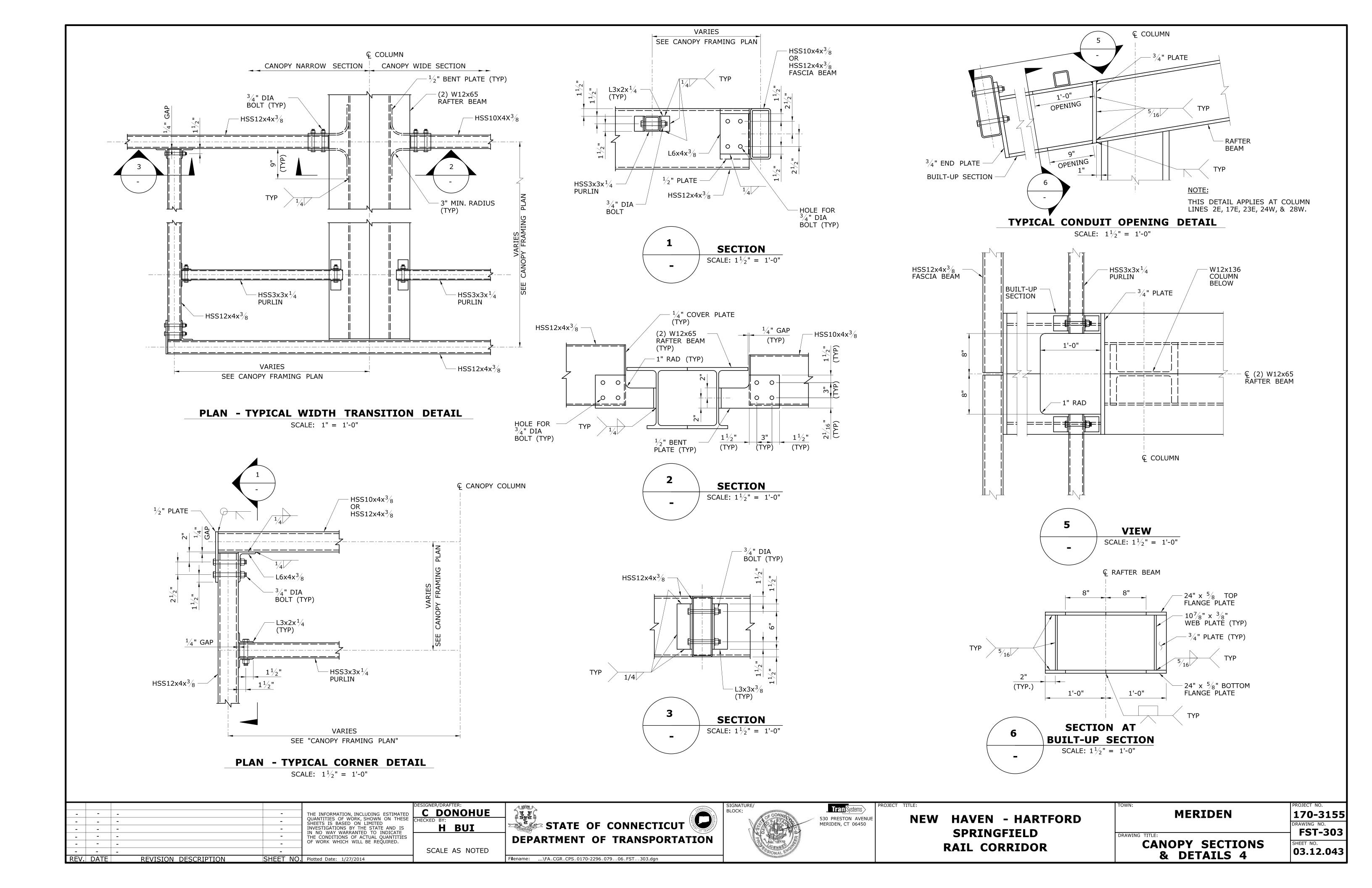


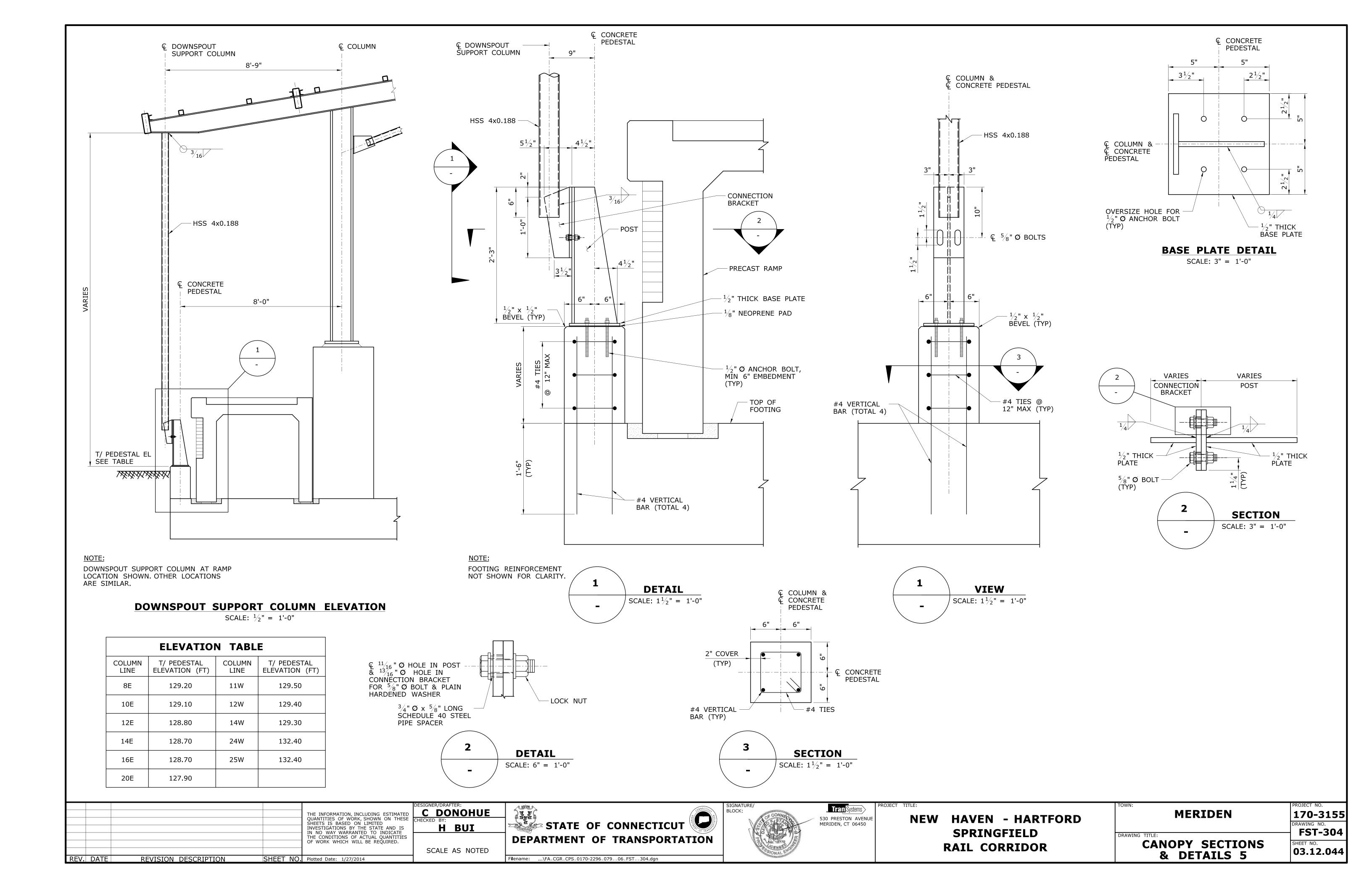


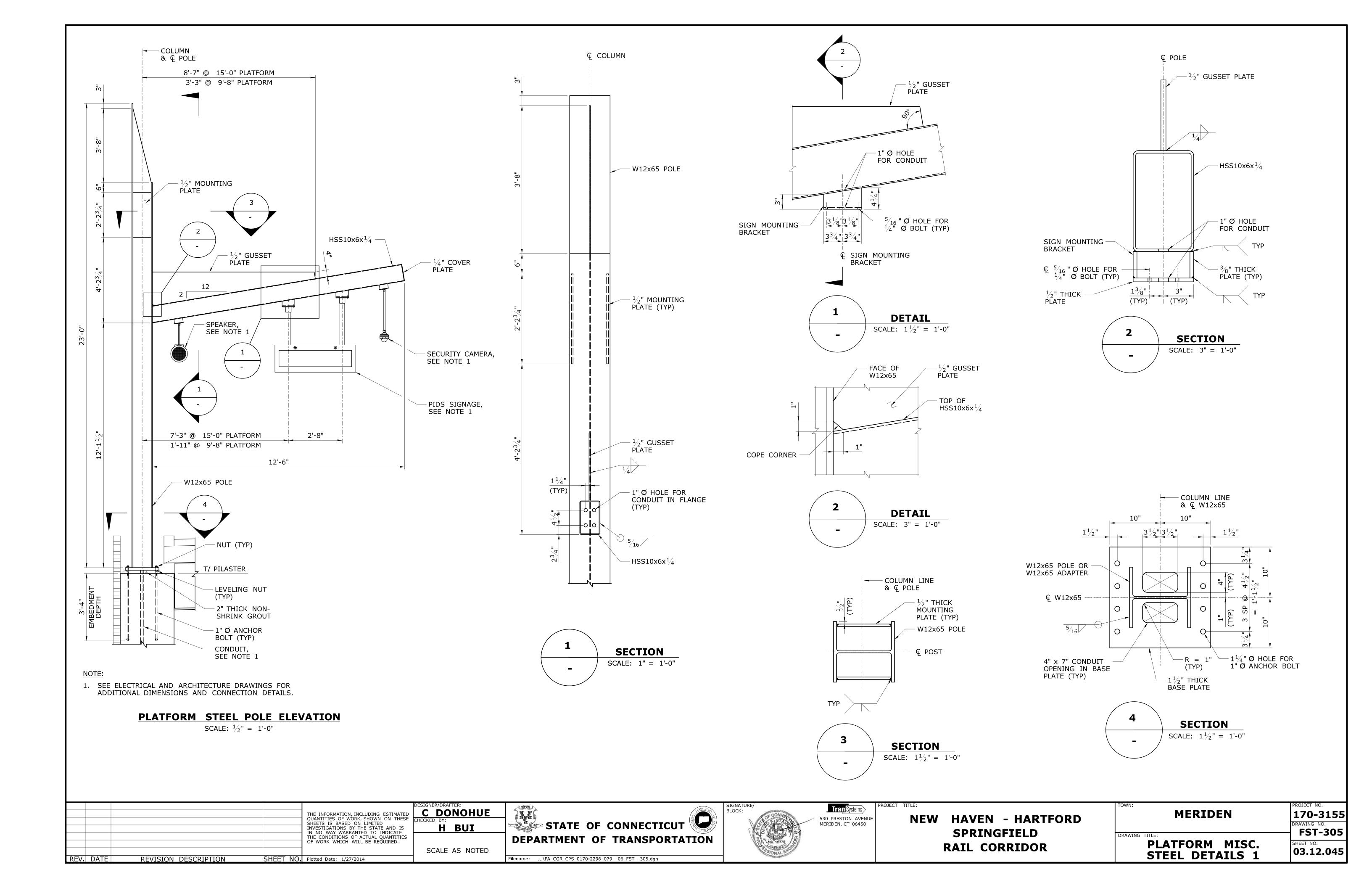


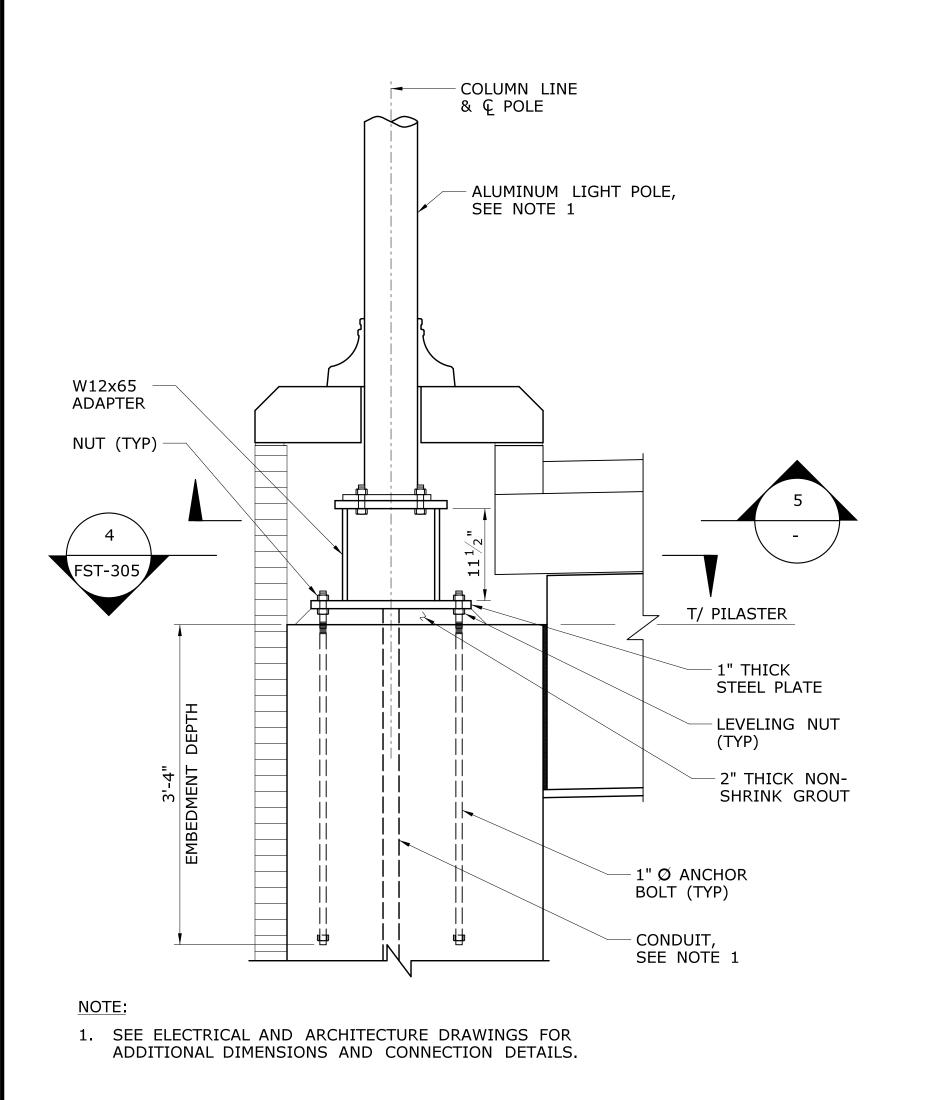












 $^{-}$ HSS6x6x $^{3}/_{8}$ INTERMEDIATE RAFTER SECURITY CAMERA, SEE NOTE 1 SEE NOTE 1 - PIDS SIGNAGE, SEE NOTE 1 7'-3" 2'-8" © CANOPY COLUMN

NOTE:

1. SEE ELECTRICAL AND ARCHITECTURE DRAWINGS FOR ADDITIONAL DIMENSIONS AND DETAILS.

TYPICAL ELECTRICAL DETAIL AT INTERMEDIATE RAFTER SCALE: $\frac{1}{2}$ " = 1'-0"

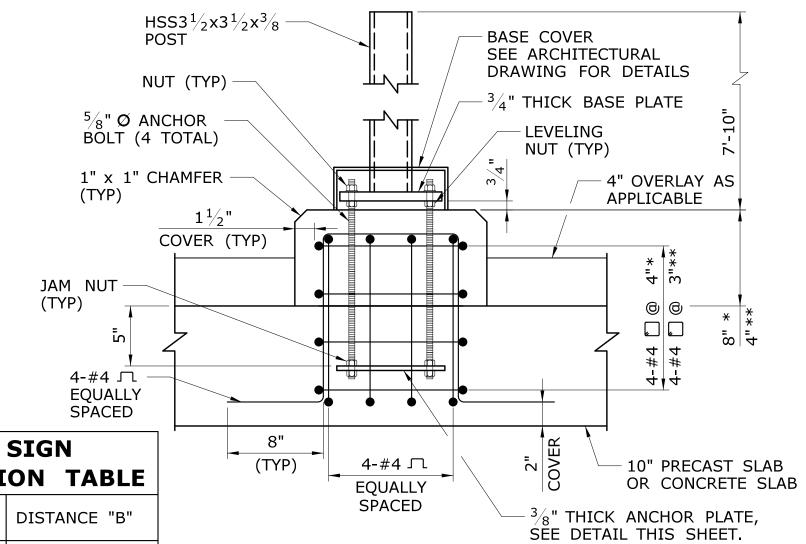
€ COLUMN € DIRECTORY SIGN POST (SEE TABLE) HOLES FOR $\frac{5}{8}$ " Ø ANCHOR BOLTS 1'-4" x 1'-4" (4 BOLTS) CIP CONCRETE PEDESTAL © DIRECTORY SIGN POST B (SEE TABLE) $HSS3\frac{1}{2}x3\frac{1}{2}x\frac{3}{8}$ $6\frac{1}{2}$ " BOLT CIRCLE $-8^{3}/_{4}$ " Ø x $^{3}/_{4}$ " THICK BASE PLATE

THE CONTRACTOR SHALL COORDINATE FINAL LOCATIONS OF A11 DIRECTORY SIGN PEDESTALS PRIOR TO FABRICATION OF PRECAST PLATFORM PANELS.

PLAN

DIRECTORY SIGN SUPPORT DETAIL

SCALE: $1\frac{1}{2}$ " = 1'-0"



DIRECTORY SIGN PEDESTAL LOCATION TABLE DISTANCE "A" DISTANCE "B" 3'-7" * 3'-7" * 13'-10" 3'-9" * 6'-2" 3'-9" *

13'-10" 6'-2" 3'-6" * 13'-10" 3'-6" * 6W 3'-8" * 6'-2" 13'-10" 3'-8" * 20W 9'-11" 17'-7" 20W 23E 6'-2" 13'-10" 23W 6'-2" 23W 13'-10"

NOTE: * WHEN OVERLAY PRESENT ** WITHOUT OVERLAY **SECTION** SCALE: $1\frac{1}{2}$ " = 1'-0" $-8\frac{3}{4}$ " Ø x $\frac{3}{8}$ " THICK ANCHOR PLATE $-6\frac{1}{2}$ " Ø BOLT CIRCLE HOLES FOR $\frac{5}{8}$ " Ø ANCHOR BOLTS (4 BOLTS) — 4" Ø OPENING

> **ANCHOR PLATE DETAIL** SCALE: $1\frac{1}{2}$ " = 1'-0"

NOTE: * INDICATES SIGN SUPPORT IS OFFSET AWAY FROM THE TRACKS.

6'-2"

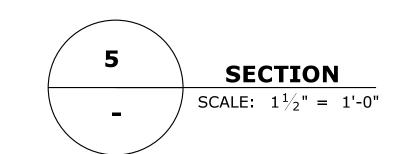
13'-10"

ALUMINUM LIGHT POLE ADAPTER ELEVATION SCALE: 1" = 1'-0"

⊢ COLUMN LINE & Ը W12x65 W12x65 ADAPTER -- € W12x65

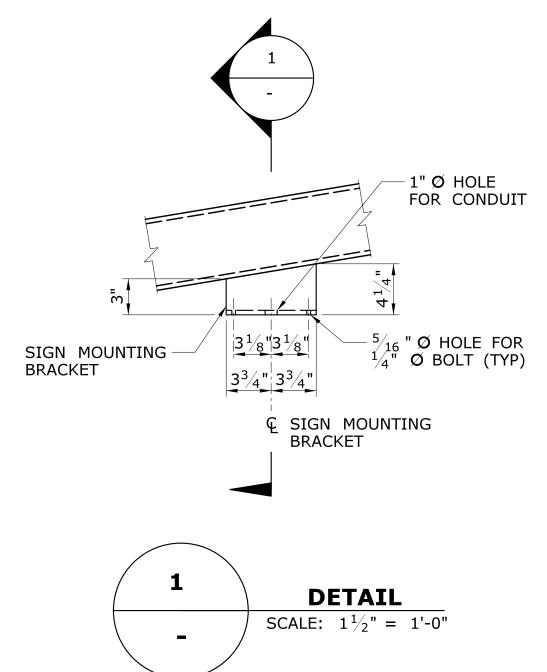
6" Ø OPENING -FOR CONDUITS

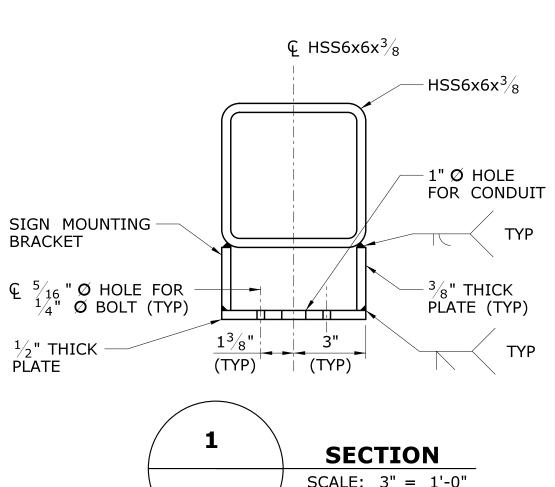
 $10\frac{1}{2}$ " Ø BOLT - CIRCLE



 $^{-13}\!/_{16}$ " Ø HOLE FOR $^{3}\!/_{4}$ " Ø BOLT

– 1" THICK STEEL PLATE





| 1 | SECTION |
|---|-------------------|
| - | SCALE: 3" = 1'-0" |

| | | | | | THE INFORMATION, INCLUDING ESTIMATED |
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| | | | | | QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED |
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| | | | | | THE CONDITIONS OF ACTUAL QUANTITIES |
| | | | | | OF WORK WHICH WILL BE REQUIRED. |
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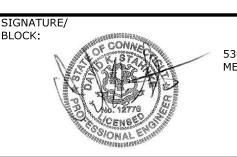
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STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**

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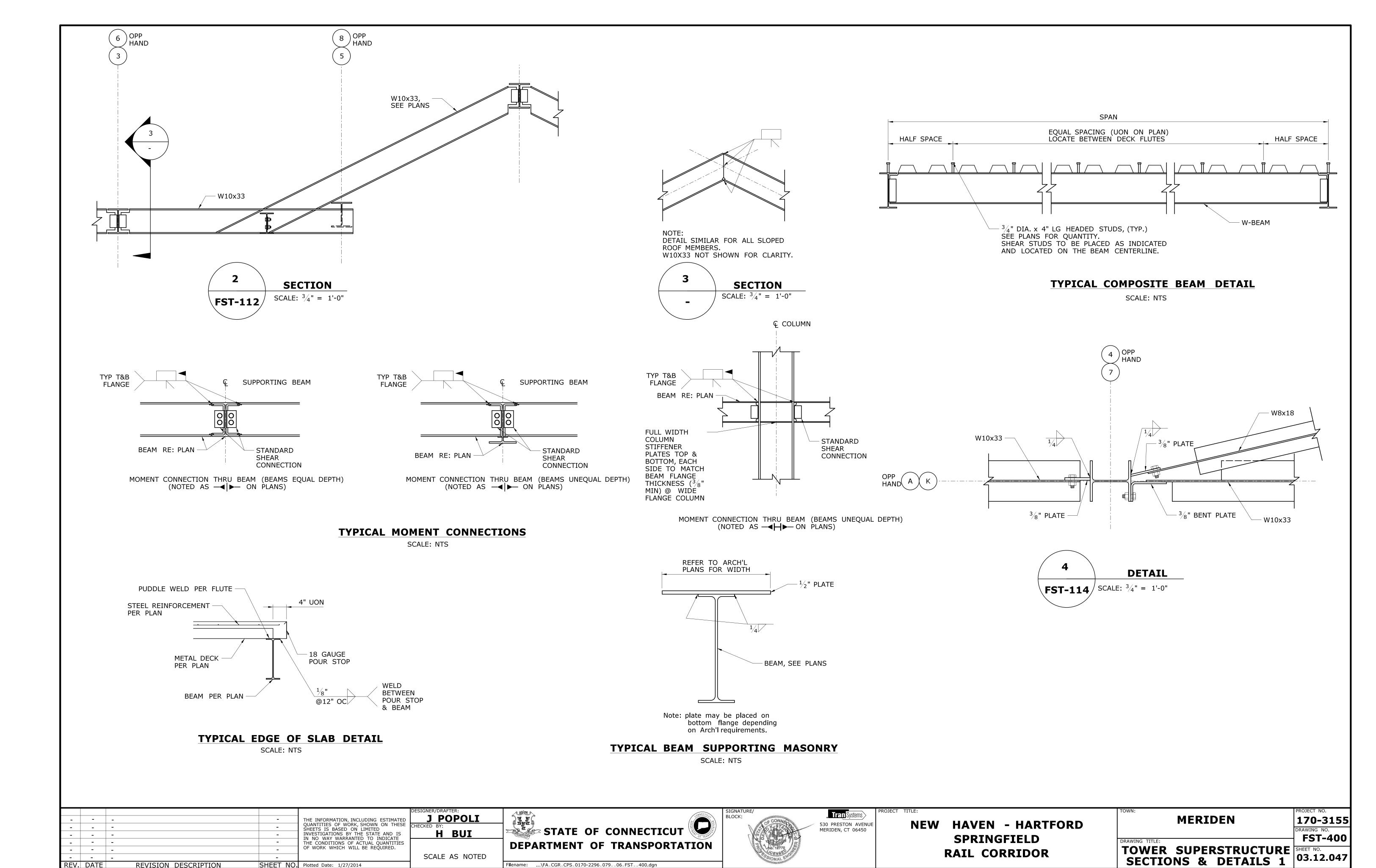


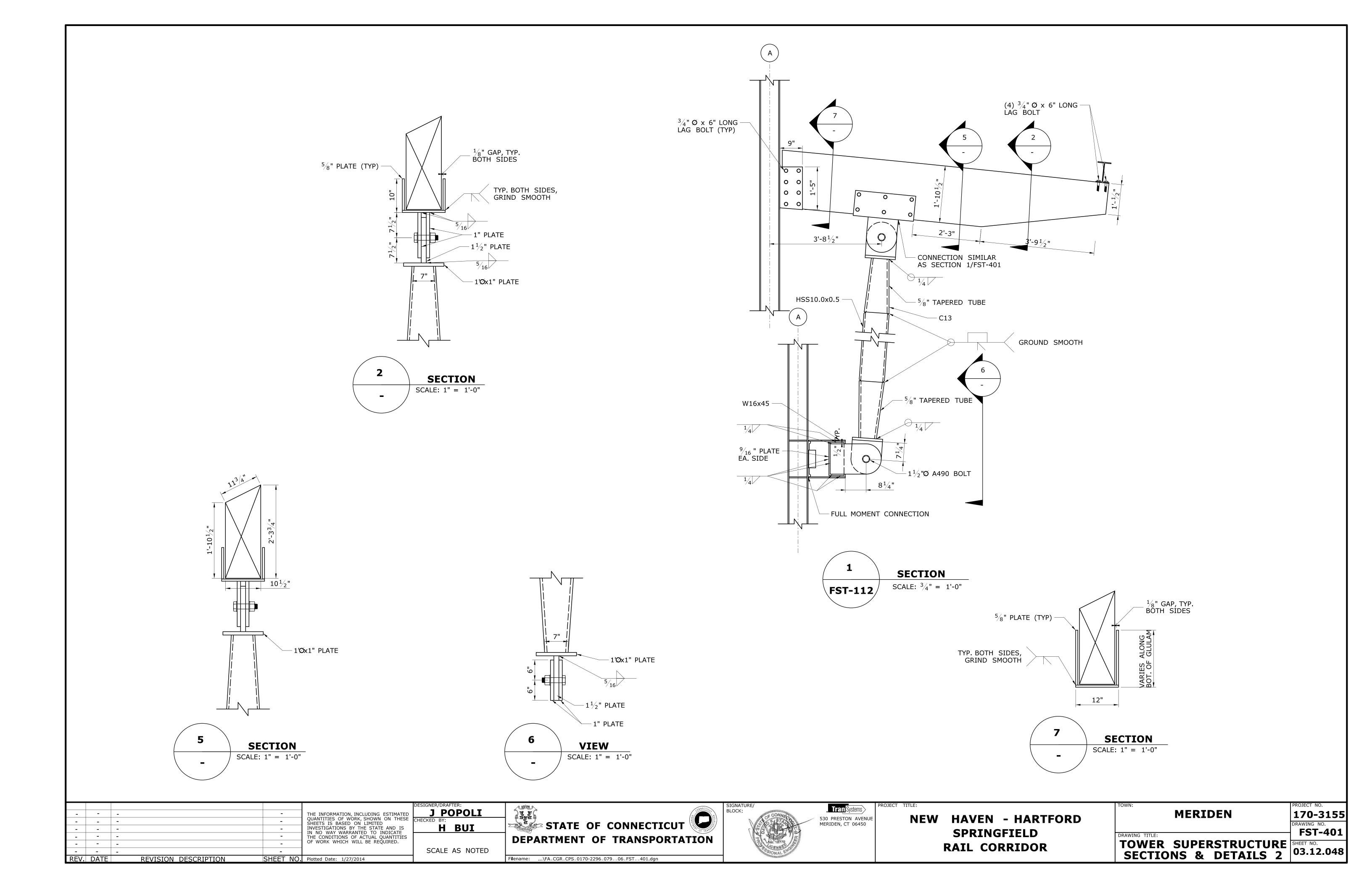
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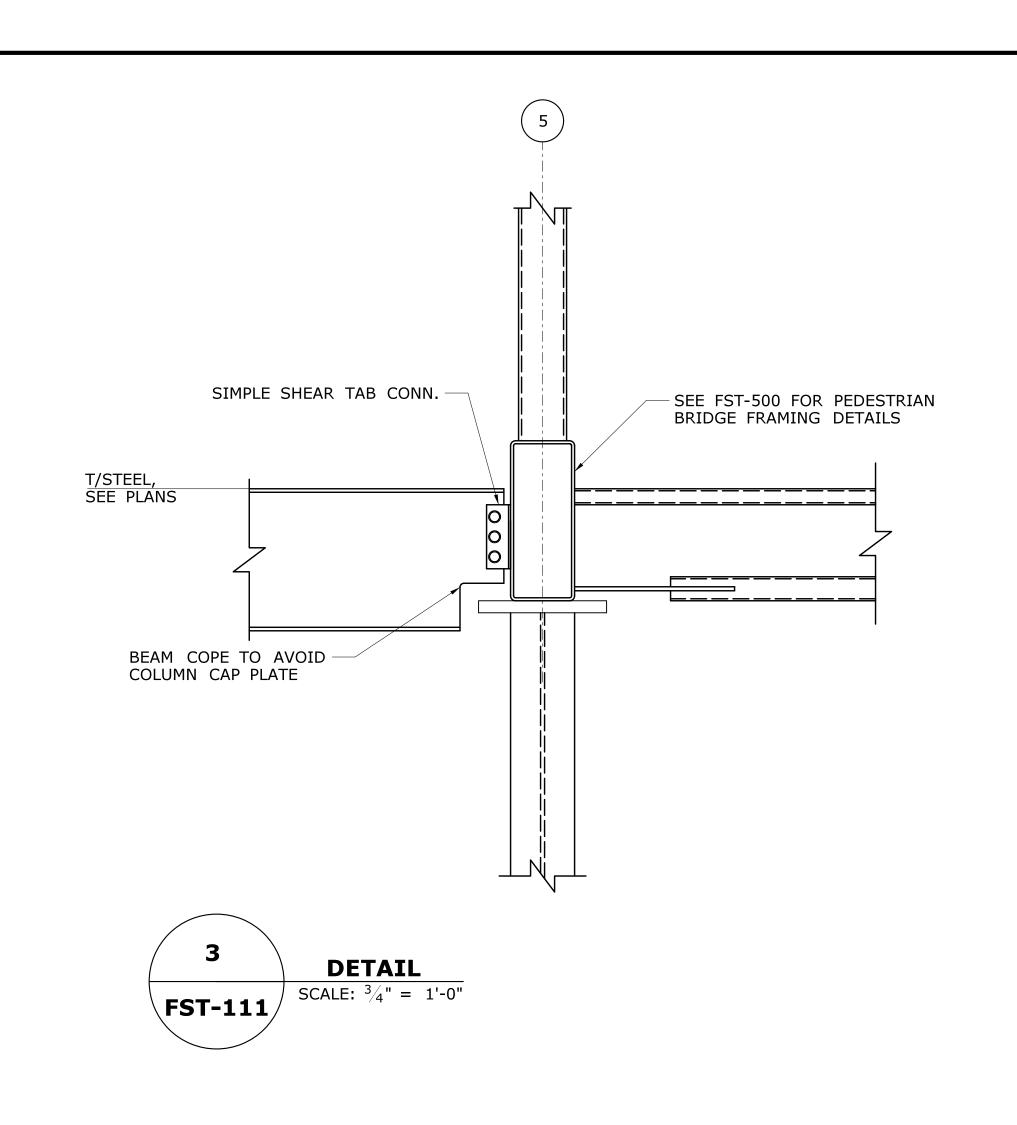
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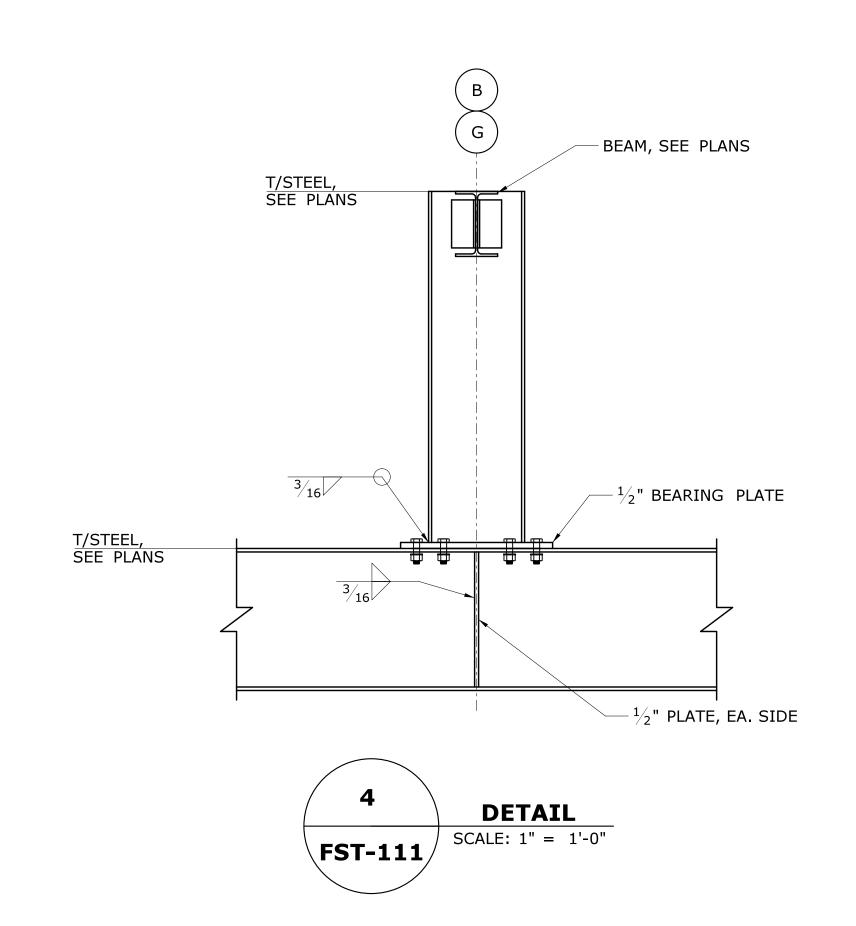
NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

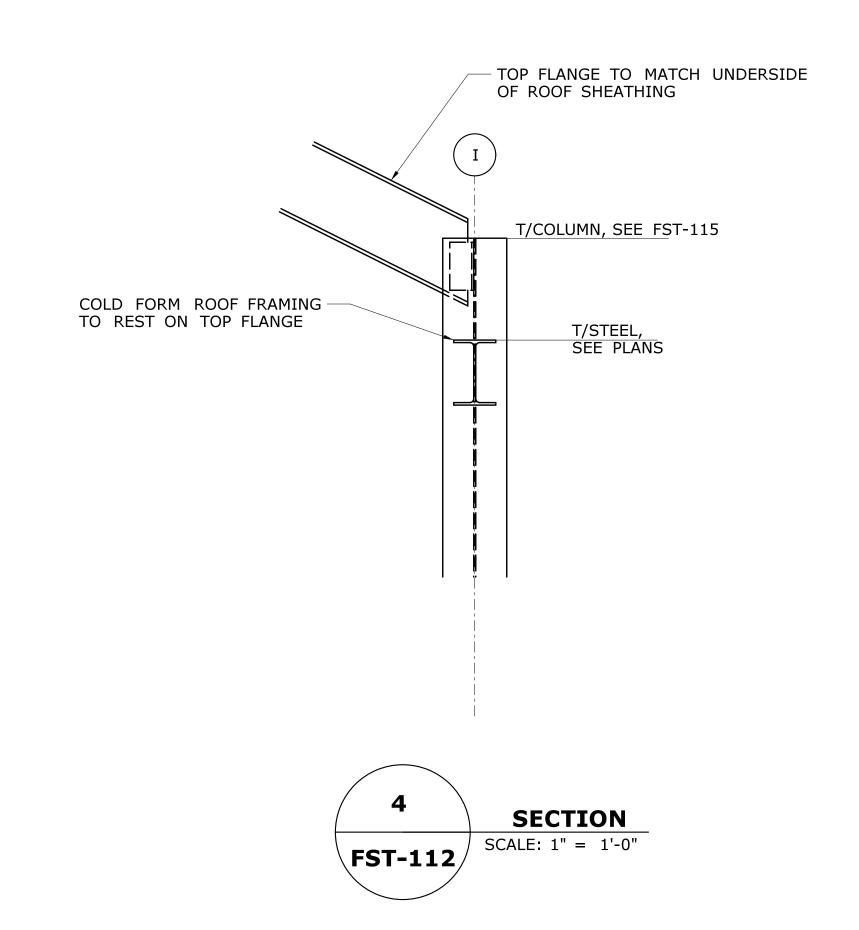
| TOWN: | PROJECT NO. |
|-----------------------------------|----------------------------|
| MERIDEN | 170-3155 |
| | DRAWING NO. |
| DRAWING TITLE: | — FST-306 |
| PLATFORM MISC. STEEL DETAILS 2 | SHEET NO. 03.12.046 |











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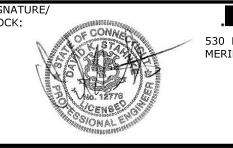
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DEPARTMENT OF TRANSPORTATION

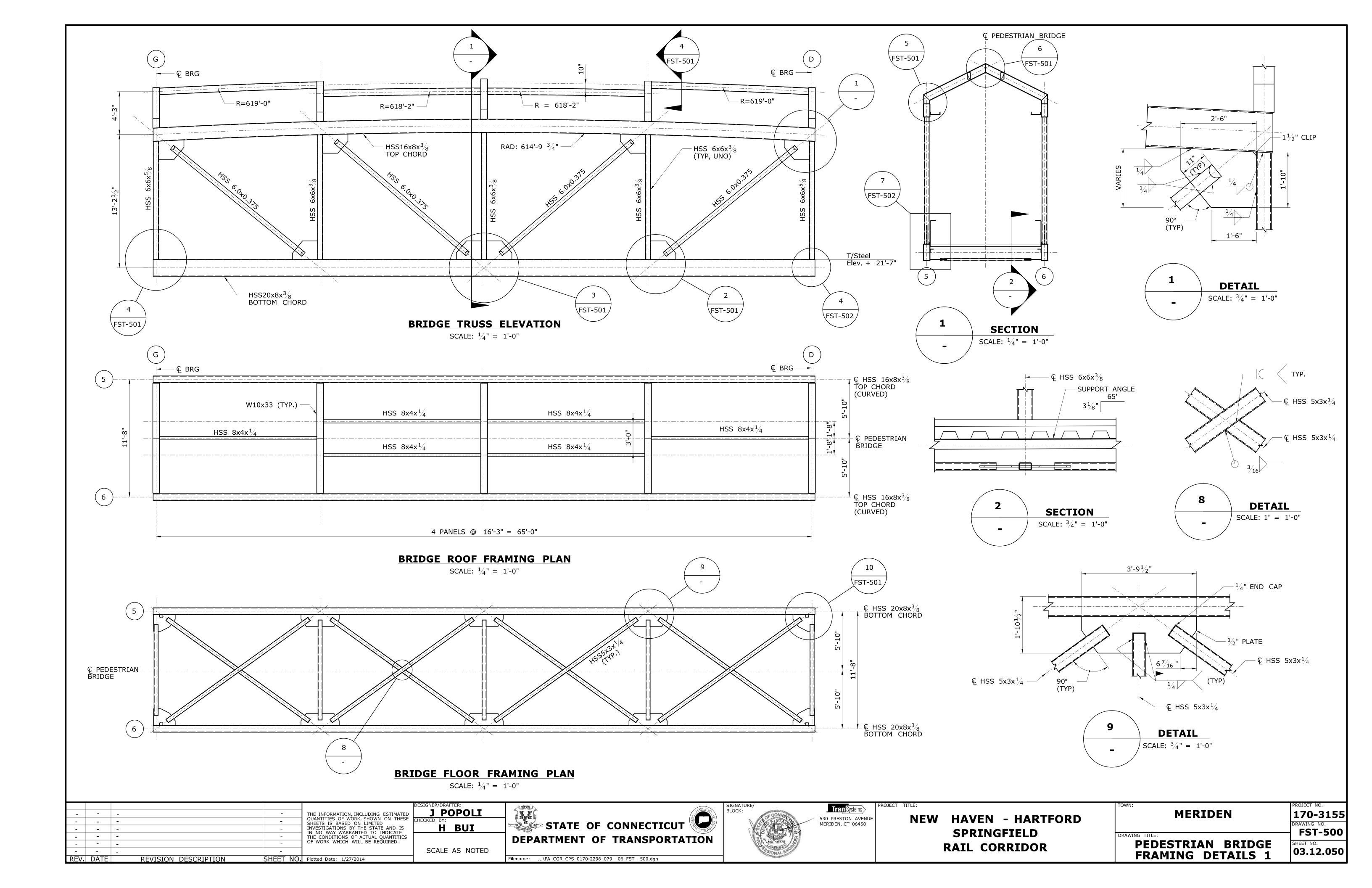
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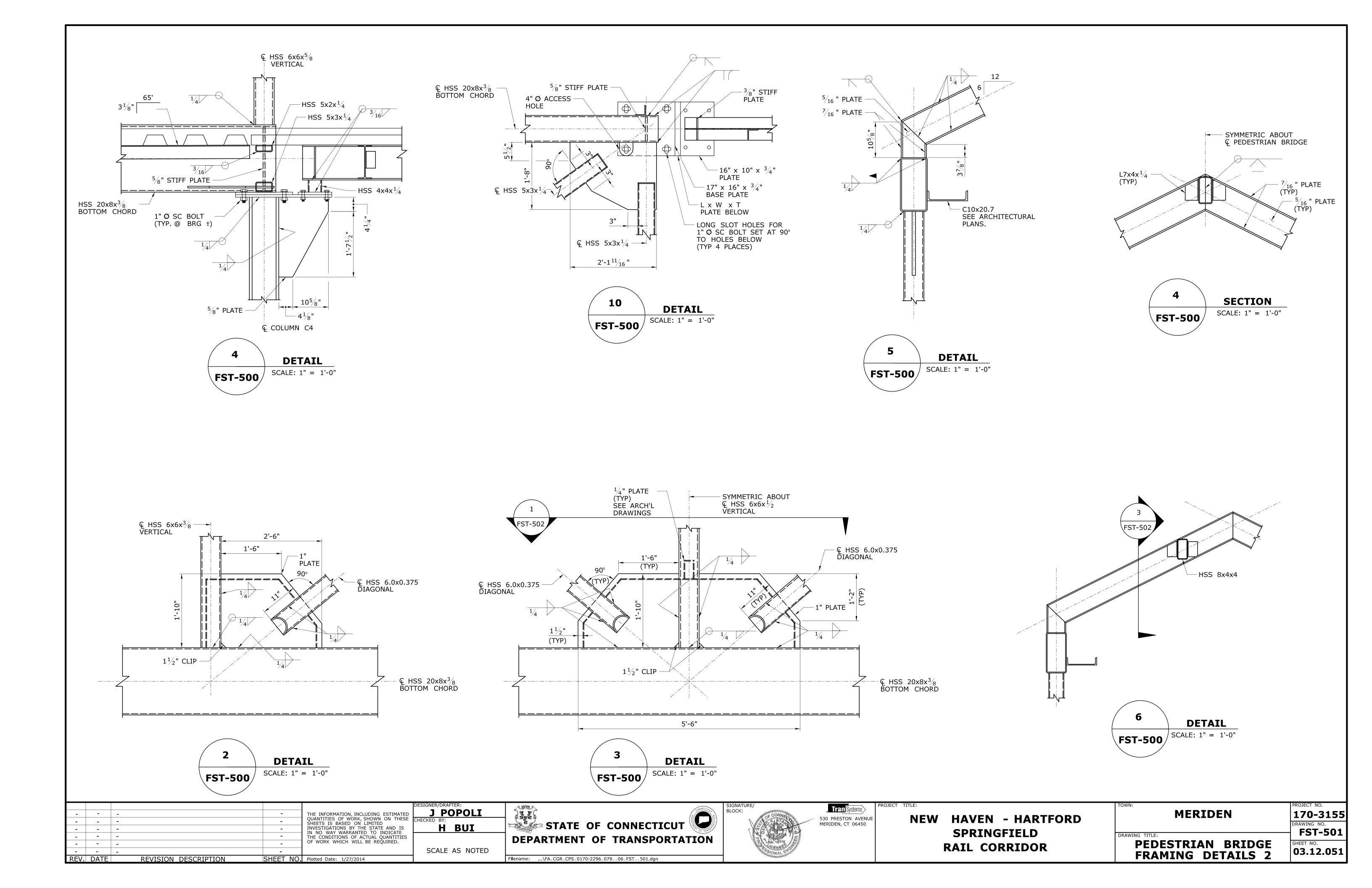


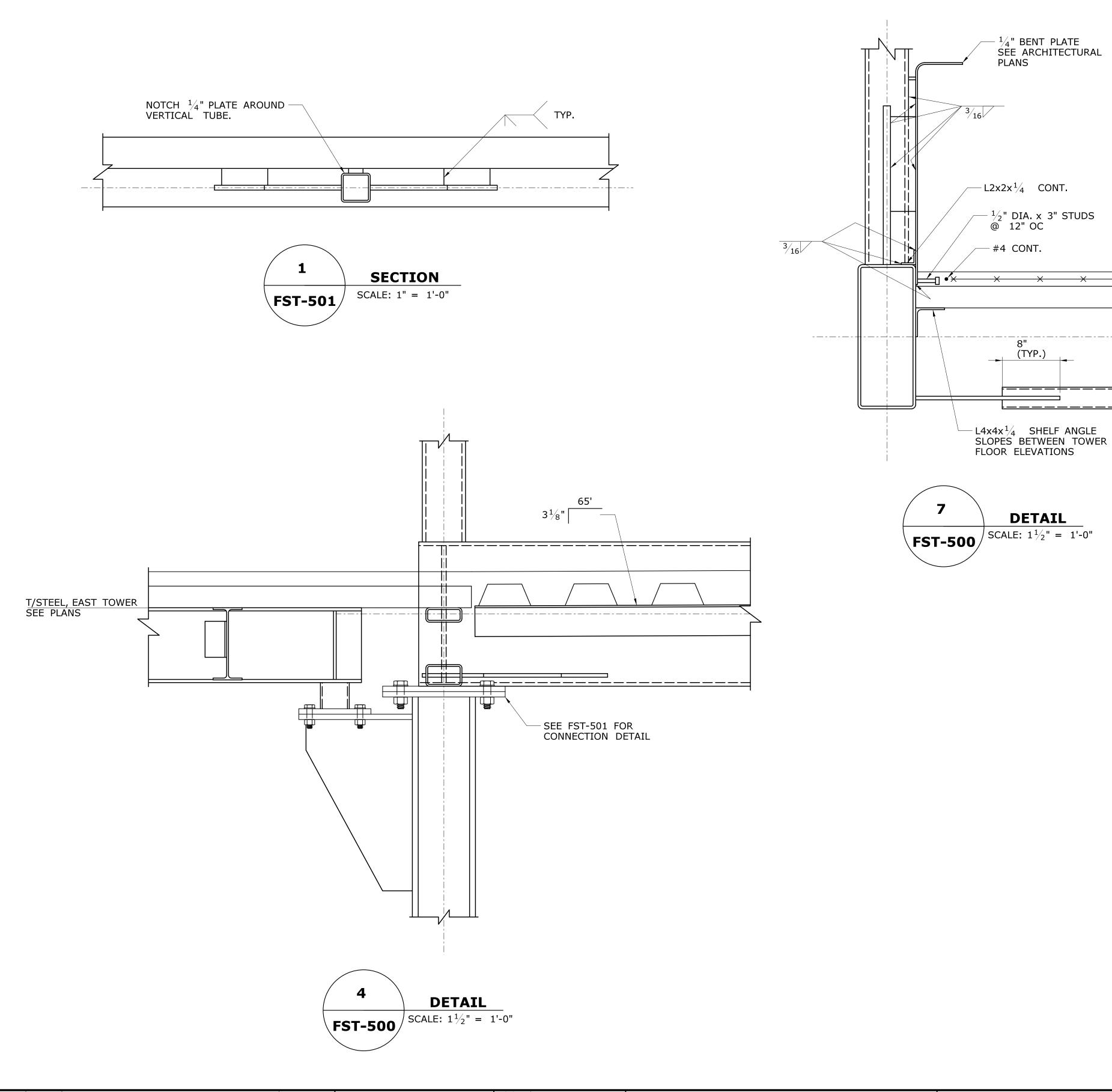
530 PRESTON AVENUE MERIDEN, CT 06450

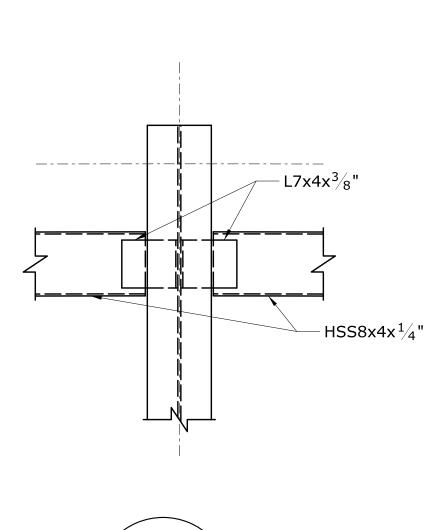
NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

| MERIDEN | PROJECT NO. 170-3155 |
|---|-----------------------------|
| DRAWING TITLE: | FST-402 |
| TOWER SUPERSTRUCTURE SECTIONS & DETAILS 3 | 03.12.049 |











NOTES:

- FOR GENERAL NOTES AND STRUCTURAL NOTES, SEE DRAWING NOS. FST-001 TO FST-003.
- COORDINATE ALL DIMENSIONS AND DETAILS WITH THE ARCHITECTURAL DRAWINGS.
- 3. FOR PLATFORM PLANS, SEE DRAWING NOS FST-103 TO FST-105.
- 4. FOR TOWER ROOF FRAMING PLANS, SEE DRAWING NOS. FST-112 TO FST-113.
- 5. FLOOR DECK IS TO BE INSTALLED OFF SITE AND TO RECEIVE METALIZED FINISH ALONE WITH THE BRIDGE STRUCTURE PRIOR TO DELIVERY. COORDINATE WITH ARCHITECTURAL PLANS AND SPECS FOR FINISHES.

| | | THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE CHECKED BY | OPOLI | CONNECTIONS | SIGNATURE/ BLOCK: CONNECTION BLOCK: | , Tran Systems > 530 PRESTON AVENUE | PROJECT TITLE: | HAVEN - HARTFORD | MERIDEN | 170-3155 |
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| | | OF WORK WHICH WILL BE REQUIRED. SCALE | AS NOTED | DEPARTMENT OF TRANSPORTATION | 10.72776 H | | | RAIL CORRIDOR | PEDESTRIAN BRIDGE | SHEET NO. 03.12.052 |
| REV. DATE | REVISION DESCRIPTION SHEET NO. | Plotted Date: 1/27/2014 | F | Filename:\FA_CGR_CPS_0170-2296_07906_FST502.dgn | The section of the se | | | | FRAMING DETAILS 3 | 05.12.052 |

ERECTION SEQUENCE - OVERALL GENERAL NOTES:

- 1. THE SUGGESTED STEPS ILLUSTRATE A SEQUENCE OF STEEL ERECTION ATTEMPTING TO CONFORM TO RAILROAD REGULATIONS, TO MINIMIZE DISRUPTIONS TO THE RAIL SERVICE AND SITE CONSTRAINTS. THE SEQUENCE MAY BE ALTERED SO LONG AS THE OPERATION OF THE RAILROAD IS MAINTAINED IN CONFORMANCE WITH THE SPECIFICATIONS, AND SUBJECT TO APPROVAL BY THE DESIGN PROFESSIONALS, THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CONNDOT) AND AMTRAK.
- EQUIPMENT SHOWN IS PRESENTED TO DEMONSTRATE REQUIRED CLEARANCES AND POSSIBLE LOCATIONS OF EQUIPMENT WITH RELATIONSHIP TO CONSTRUCTION ACTIVITIES. IN NO WAY SHOULD IT BE CONSTRUED TO BEING A FINAL AND ONLY WAY FOR CONSTRUCTION. DIFFERENT AND/OR SMALLER PIECES OF EQUIPMENT CAN BE UTILIZED AT THE CONTRACTOR'S DETERMINATION AS LONG AS AMTRAK AND CONNDOT REQUIREMENTS, ALONG WITH ALL APPLICABLE CODES AND REGULATIONS, ARE SATISFIED.
- 3. THE WORK AND STAGING INFORMATION LISTED IS NOT INTENDED TO COVER ALL DETAILS OF THE CONSTRUCTION. THE CONTRACTOR MUST PREPARE A DETAILED CONSTRUCTION SEQUENCE PLAN(S) AND SCHEDULE(S) FOR REVIEW AND WITH WRITTEN APPROVAL PRIOR TO BEGINNING ANY WORK.
- GIVEN THE NATURE OF THIS CONSTRUCTION WITH WORK PARALLELING THE RAIL LINES, THE CONTRACTOR IS TO HAVE ON SITE AT ALL TIMES EQUIPMENT CAPABLE OF REMOVING FAILED MACHINES OR DEBRIS FROM THE RAILS IF A BREAKDOWN WERE TO OCCUR.
- CONTRACTOR IS TO HAVE ALL EROSION AND SEDIMENTATION CONTROLS AND PROTECTIONS IN PLACE PRIOR TO BEGINNING ANY WORK.
- FOR EXPECTED TRACK RESTRICTIONS, SEE "NOTICE TO CONTRACTOR WORK ON RAILROAD PROPERTY "INCLUDED IN THE PROJECT SPECIFICATIONS.
- ALL WORK THAT FALLS WITHIN 15 FEET OF THE RAIL CENTERLINE WILL REQUIRE A TRACK CLOSURE.
- REFER TO AMTRAK SPECIFICATION 01142A FOR CRANE/HOISTING OPERATIONS OVER THE RAILROAD RIGHT-OF-WAY.
- CRANE SHOWN IS FOR PLANNING PURPOSES ONLY, CONTRACTOR SHALL SUBMIT CRANE PLACEMENT AND ERECTION PLANS TO THE ENGINEER AND AMTRAK RAILROAD FOR REVIEW. THE PLANS SHALL BE PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN CONNECTICUT AND SHALL DEPICT THE ENTIRE LIFTING AND SETTING PROCEDURE INCLUDING:
 - A. CRANE LOCATION(S)
 - B. RIGGING
 - C. SEQUENCE
 - D. CRANE CHARTS E. STAGING LOCATION OF BRIDGE AT PICK POINT
 - F. TAGLINE HANDLING
- 10. A MULTIPLE-TRACK NIGHT TIME CLOSURE IS REQUIRED DURING LIFTING AND PLACING OPERATIONS. CONTRACTOR TO COORDINATE WITH AMTRAK THE AVAILABLE DAY AND TIME.
- 11. PRIOR TO THE PREPARATION OF CRANE PLACEMENT AND ERECTION PLANS, THE CONTRACTOR SHALL FIELD VERIFY COMMUNICATION WIRES AND OTHER CONDITIONS SHOWN ON PLANS.
- 12. CRANE TO BE MOUNTED LEVEL ON EXTENDED OUTRIGGERS IN FULL CONTACT WITH GROUND SURFACE. COMPACTED CRUSHED STONE OR SAND MAY BE USED TO FILL ANY LOW AREAS FOR LEVELNESS.
- 13. ROAD PLATES UNDER CRANE OUTRIGGERS TO BE GRADE A36 STEEL OR BETTER.
- 14. CRANE POSITIONS MAY BE ADJUSTED TO SUITE FIELD CONDITIONS AS LONG AS MAXIMUM RADIUS VS. LOAD IS NOT EXCEEDED.
- 15. MAXIMUM WIND SPEED AT TIME OF CRANE OPERATION SHALL NOT EXCEED 10 MPH.
- 16. A TABLE OR CHART PREPARED BY THE CRANE MANUFACTURER TO DESCRIBE THE MAXIMUM LIFT AT ALL CONDITIONS OF LOADING SHALL BE POSTED IN CRANE CAB IN CLEAR VIEW OF OPERATOR.
- 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE WEIGHT OF THE LIFT AND FOR INSURING THE STABILITY OF EACH MEMBER DURING ALL PHASES ERECTION.
- 18. ANCHOR BOLTS FOR TOWER STRUCTURE AND BRIDGE STRUCTURE TO BE INSTALLED AND FASTENED BEFORE THE CRANE SUPPORT CABLES ARE RELEASED.
- ALL RIGGING SLINGS AND COMPONENTS TO HAVE A FACTOR OF SAFETY OF 5.
- 20. CRANE CAPACITY AT THE MAXIMUM OPERATING RADIUS SHALL BE 150% GREATER THAN THE LOAD.
- 21. ALL PERSONNEL SHALL BE AMTRAK SAFETY TRAINED PER THE CONTRACT SPECIFICATIONS.
- 22. AFTER THE PEDESTRIAN BRIDGE IS SET, THE CONTRACTOR SHALL COORDINATE THE INSTALLATIONS OF BRIDGE FINISHES (GLAZING, ROOFING, TOUCH-UP PAINTING) WITH AMTRAK TO OBTAIN THE NECESSARY TRACK CLOSURES.
- 23. TEMPORARY FALL PROTECTION SHOULD BE INSTALLED ON THE BRIDGE AS REQUIRED UNTIL THE FINAL BRIDGE FINISHES ARE COMPLETE.
- 24. COORDINATE THE NECESSARY GROUNDING OF CRANE EQUIPMENT WITH THE ENGINEER AND AMTRAK R.R.

SHEET NO. Plotted Date: 1/27/2014

ERECTION SEQUENCE - SUGGESTED DESIGN PROCEDURE:

- CONSTRUCT NEW PLATFORM FOUNDATION, ELEVATED PLATFORM STRUCTURE AND CANOPIES.
- CONSTRUCT PLATFORM IN ACCORDANCE TO STAGING PLANS.
- UTILIZE SMALLER EQUIPMENT TO ACCESS FROM THE REAR OF THE CONSTRUCTION ACTIVITY TO MINIMIZE DISRUPTION TO RAIL SERVICE.

STAIR AND ELEVATOR TOWER CONSTRUCTION

- 1. CONSTRUCT ELEVATOR/STAIR TOWER IN ACCORDANCE TO STAGING PLANS. TOWER STRUCTURE WILL COME ON SITE SHOP ASSEMBLED IN SECTIONS TO GREATEST EXTENT POSSIBLE. ERECTION OF TOWER SECTIONS WILL REQUIRE A TRACK CLOSURE WHICH REQUIRES THE CONTRACTOR TO COORDINATE WITH AMTRAK.
- AFTER TOWER SECTIONS ARE SET, INSTALL INTERMEDIATE FRAMING AND STAIR STRINGERS. WHERE POSSIBLE USE SMALL CRANE OR LIFT TO REDUCE IMPACT ON RAIL SERVICE AND TRACK CLOSURES. IF DESIRED, SET TOP MEMBERS FIRST AND UTILIZE RIGGING AND HOISTS OFF MEMBERS TO SET LOWER FRAME SECTIONS. PROTECT SECTIONS FROM DAMAGE.
- 3. CONTRACTOR TO VERIFY IN FIELD THE DISTANCES BETWEEN THE PEDESTRIAN BRIDGE BEARING PAD LOCATIONS PRIOR TO BEARING NEW BRIDGE ONTO TOWER STEEL FRAME STRUCTURES.

PEDESTRIAN BRIDGE OVERPASS CONSTRUCTION

- ERECTION OF PEDESTRIAN BRIDGE WILL REQUIRE TRACK CLOSURE(S). CONTRACTOR TO COORDINATE WITH RAIL AUTHORITIES. CONTRACTOR NEEDS TO BE PREPARED TO RAISE, SET AND SECURE THE BRIDGE SECTION IN A LIMITED TIME FRAME, LIKELY 12AM-4AM ON A WEEKEND.
- 2. THE BRIDGE HAS BEEN DESIGNED FOR EACH SIDE OF THE TRUSS TO BE SHOP FABRICATED IN ONE (1) SECTION AND THEN DELIVERED TO SITE. FLOOR CROSS BRACING AND ROOF RAFTER FRAMING SHALL BE FIELD INSTALLED AS SHOWN ON PLANS. THE CONTRACTOR IS ALLOWED TO SUBMIT ALTERNATE BOLTED CONNECTIONS TO THE ENGINEER FOR APPROVAL, ASSEMBLE BRIDGE ON GROUND (IN AREA SHOWN ON PLAN) TO PREPARE FOR HOISTING, RAISING AND SETTING IN PLACE.
- BRIDGE SECTION IS TO BE RAISED WITH FLOOR SLAB METAL DECK INSTALLED, PREPPED AND READY FOR CONCRETE PLACEMENT AFTER ERECTION.
- BRIDGE SECTION IS TO HAVE A TEMPORARY PLYWOOD COVERING INSTALLED ON THE OUTSIDE WALLS. PLYWOOD IS TO ENCLOSE THE BRIDGE AREA SO THAT WORK CAN PROCEED ON THE INTERIOR FINISHES AND WINDOW SYSTEM AFTER THE BRIDGE SECTION HAS BEEN SET AND SECURED, SO THAT ADDITIONAL RAIL CLOSURES CAN BE AVOIDED. CARE MUST BE TAKEN AS TO NOT DAMAGE THE BRIDGE MEMBERS OR FINISH WITH THE TEMPORARY PLYWOOD COVERING.
- PEDESTRIAN BRIDGE ROOF FRAMING, STEEL ROOF DECK AND ELECTRICAL CONDUITS ARE TO BE DELIVERED TO SITE AND INSTALLED IN STAGING AREA PRIOR TO LIFTING IT IN PLACE.
- ERECTION OF PEDESTRIAN BRIDGE TO BE PERFORMED WITH ALL TRACKS OUT OF SERVICE (TO BE COORDINATED WITH AMTRAK).
- 7. CRANE TO BE SET UP AND PREPARED IN POSITION. HOOK ONTO BRIDGE STRUCTURE USING FOUR-LEG BRIDLE. NOTE, LIFTING SEQUENCE TO BE PROGRAMMED IN ADVANCE ON THE ON-BOARD COMPUTER. CONTRACTOR SHALL POSITION PERSONNEL TO CONTROL THE POSITION, SWING AND ROTATION OF THE BRIDGE THROUGHOUT THE ENTIRE LIFTING PROCEDURE.
- 8. RAISE THE PEDESTRIAN BRIDGE SO THAT THE UNDERSIDE OF THE BRIDGE STRUCTURE CLEARS THE TOP OF THE STAIR/TOWER FRAMING.
- LOWER THE STRUCTURE ONTO THE END BEARINGS AND SECURE USING ANCHOR BOLTS BEFORE RELEASING THE LOAD.
- 10. ALL BEARING POINTS MUST BE MADE SECURE PRIOR TO RELEASE OF TRACK OUTAGE.

WRAP UP AND COMPLETE CONSTRUCTION

- COMPLETE THE INSTALLATION AND RELATED ELECTRICAL WORK FOR THE ELEVATORS, SITE LIGHTING, PLATFORM LIGHTING, AND CANOPY LIGHTING.
- COMPLETE THE GLAZING AND ALL RELATED FINISH WORK FOR THE PEDESTRIAN BRIDGE AND ELEVATOR SYSTEMS.
- COMPLETE THE PUNCH LIST WORK.
- REMOVE THE TEMPORARY CONSTRUCTION FACILITIES. CLEAN UP THE SITE AND PREPARE FOR OWNER ACCEPTANCE AND PUBLIC USE OF THE NEW TRAIN FACILITY.

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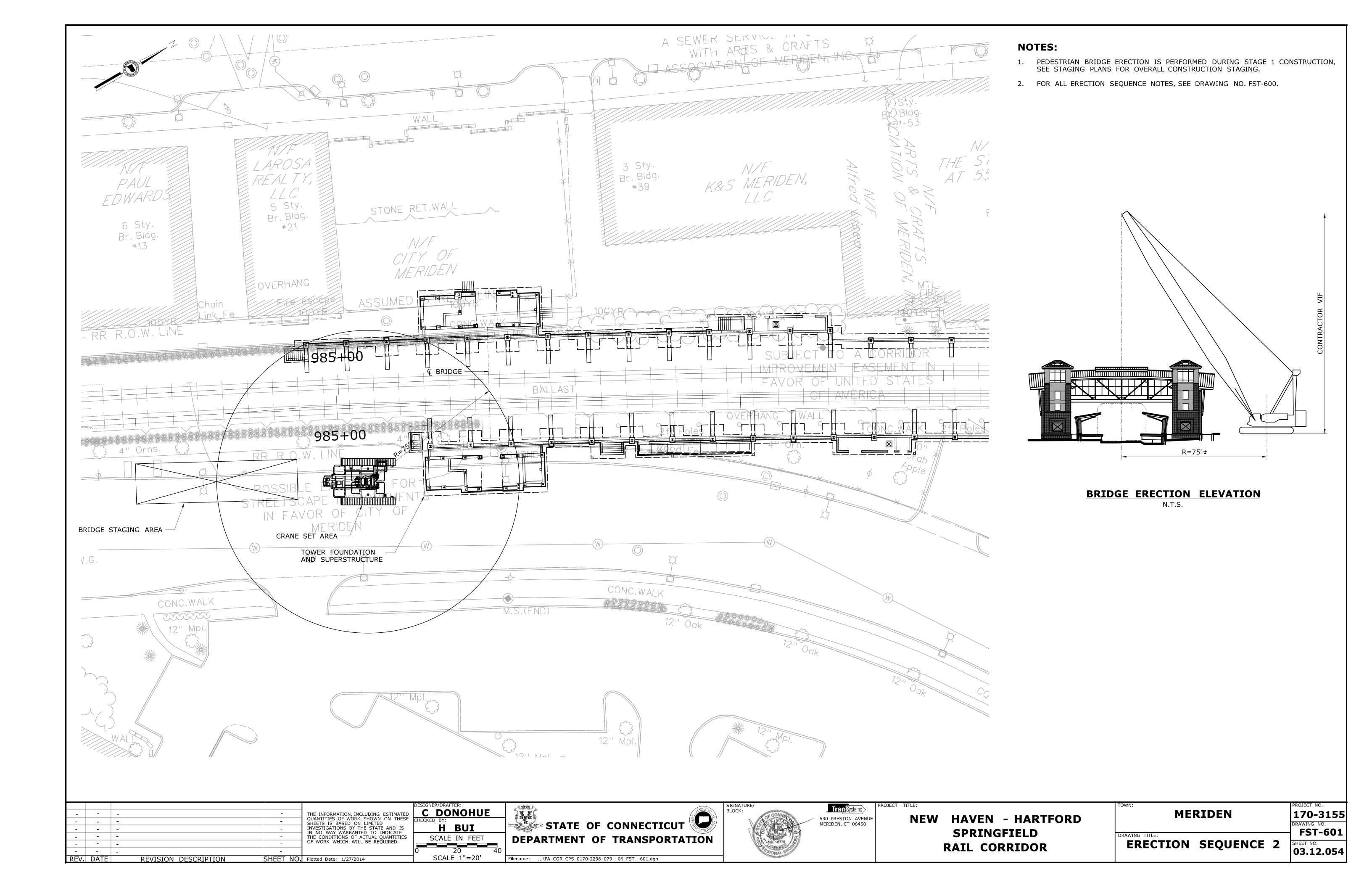
NEW HAVEN - HARTFORD **SPRINGFIELD** RAIL CORRIDOR

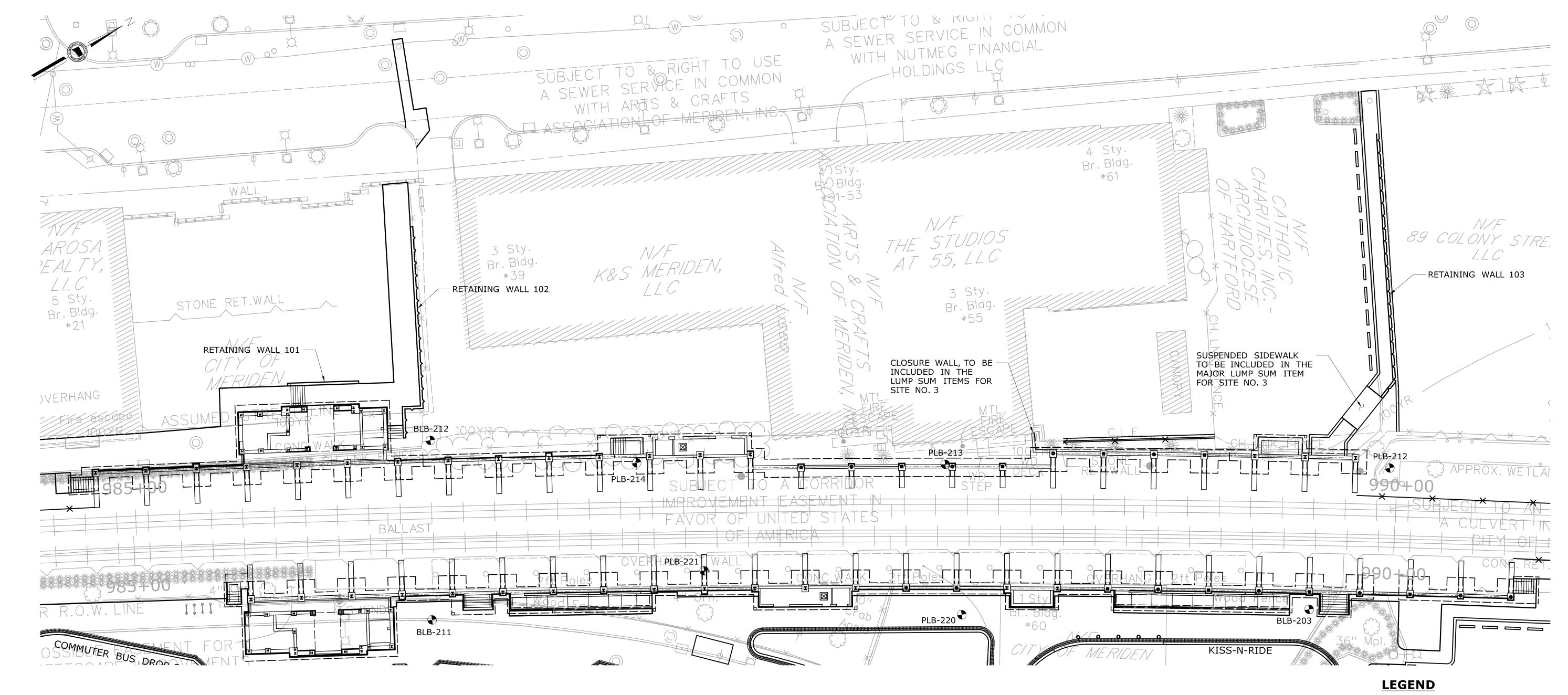
MERIDEN

|170-3155

FST-600

ERECTION SEQUENCE 1 03.12.053





GENERAL NOTES:

- 1. FOR STRUCTURAL NOTES, SEE DRAWING NOS. FST-001 THRU FST-003.
- 2. FOR FOUNDATION NOTES, SEE DRAWING NO. FST-200.
- 3. EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" x 1", UNLESS NOTED OTHERWISE.
- 4. ALL REINFORCEMENT SHALL BE BLACK BAR, UNLESS NOTED OTHERWISE.
- 5. ALL REINFORCMENT IN THE SUSPENDED SIDEWALK PRECAST SLAB SHALL BE EPOXY COATED.
- 6. ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER, UNLESS NOTED OTHERWISE.
- 7. CONSTRUCTION JOINT, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- 8. COORDINATE WITH "SITE PLANS", "GRADING AND DRAINAGE PLANS", AND "ARCHITECTURAL PLANS" FOR ADDITIONAL INFORMATION.
- 9. CONCRETE SIDEWALKS AND STAIRS ADJACENT TO RETAINING WALLS ARE TO BE INCLUDED IN THE MAJOR LUMP SUM ITEMS FOR SITE NO. 3.

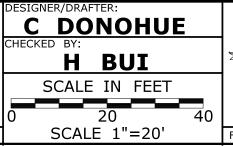
KEY PLANSCALE: 1" = 20'

| RETAINING WALL 10 (SITE NO. 1) QUANTIT | _ | |
|---|--------------|----------|
| ITEM | C.Y. | QUANTITY |
| STRUCTURE EXCAVATION - EARTH (COMPLETE) | C.Y. | 60 |
| GRANULAR FILL | C.Y. | 12 |
| PERVIOUS STRUCTURE BACKFILL | C.Y. | 45 |
| CLASS "A" CONCRETE | C.Y. | 14 |
| DEFORMED STEEL BARS | LB | 1,800 |
| DAMPPROOFING | S.Y. | 18 |
| 6" STRUCTURE UNDERDRAIN | L.F. | 29 |
| PEDESTRIAN RAILING | L.F. | 30 |
| | ı | 1 |

| (SITE NO. 2) QUANTIT | IES | |
|---|------|----------|
| ITEM | C.Y. | QUANTITY |
| STRUCTURE EXCAVATION - EARTH (COMPLETE) | C.Y. | 205 |
| GRANULAR FILL | C.Y. | 34 |
| PERVIOUS STRUCTURE BACKFILL | C.Y. | 175 |
| CLASS "A" CONCRETE | C.Y. | 47 |
| DEFORMED STEEL BARS | LB | 6,300 |
| DAMPPROOFING | S.Y. | 64 |
| 6" STRUCTURE UNDERDRAIN | L.F. | 91 |
| PEDESTRIAN RAILING | L.F. | 92 |

| RETAINING WALL 103 (SITE NO. 3) QUANTITIES | | | | | |
|---|------|----------|--|--|--|
| ITEM | C.Y. | QUANTITY | | | |
| STRUCTURE EXCAVATION - EARTH (COMPLETE) | C.Y. | 235 | | | |
| GRANULAR FILL | C.Y. | 40 | | | |
| PERVIOUS STRUCTURE BACKFILL | C.Y. | 165 | | | |
| CLASS "A" CONCRETE | C.Y. | 54 | | | |
| DEFORMED STEEL BARS | LB | 6,600 | | | |
| DAMPPROOFING | S.Y. | 70 | | | |
| 6" STRUCTURE UNDERDRAIN | L.F. | 107 | | | |
| PEDESTRIAN RAILING | L.F. | 107 | | | |

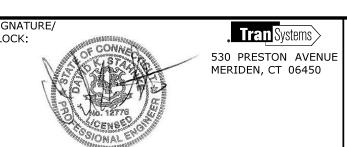
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STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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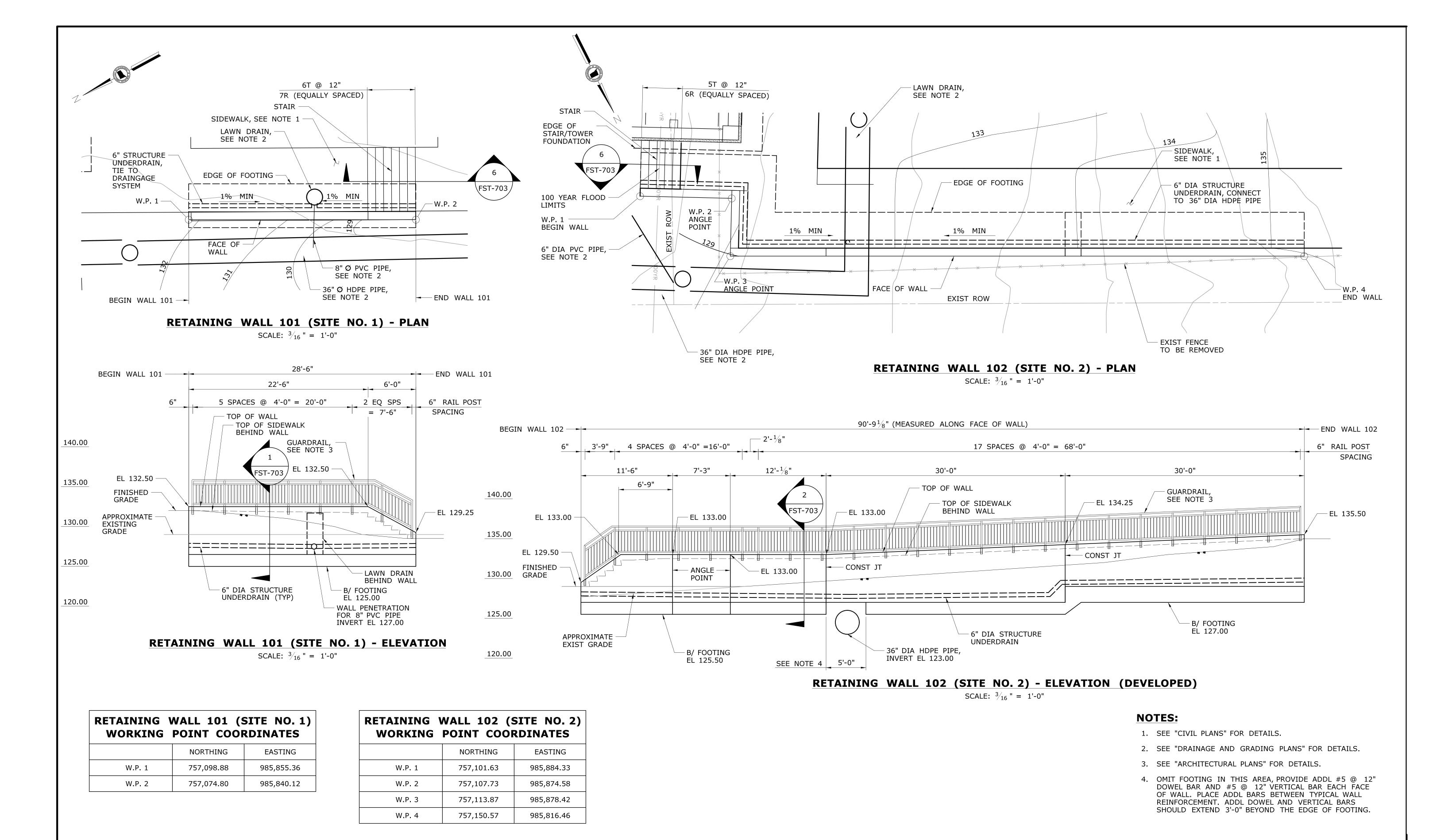
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| SPRINGFIELD | | | | | | | | |
| | RAIL CORRIDOR | | | | | | | |

| | PROJECT NO. | |
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| MERIDEN | 170-315 | |
| | DRAWING NO. | |
| G TITLE: | $oxed{igspace{+}}$ FST-70 | |
| RETAINING WALLS | SHEET NO. | |
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KEY PLAN

03.12.055

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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. REVISION DESCRIPTION REV. DATE SHEET NO. Plotted Date: 1/27/2014

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STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION**



Tran Systems 530 PRESTON AVENUE MERIDEN, CT 06450

NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

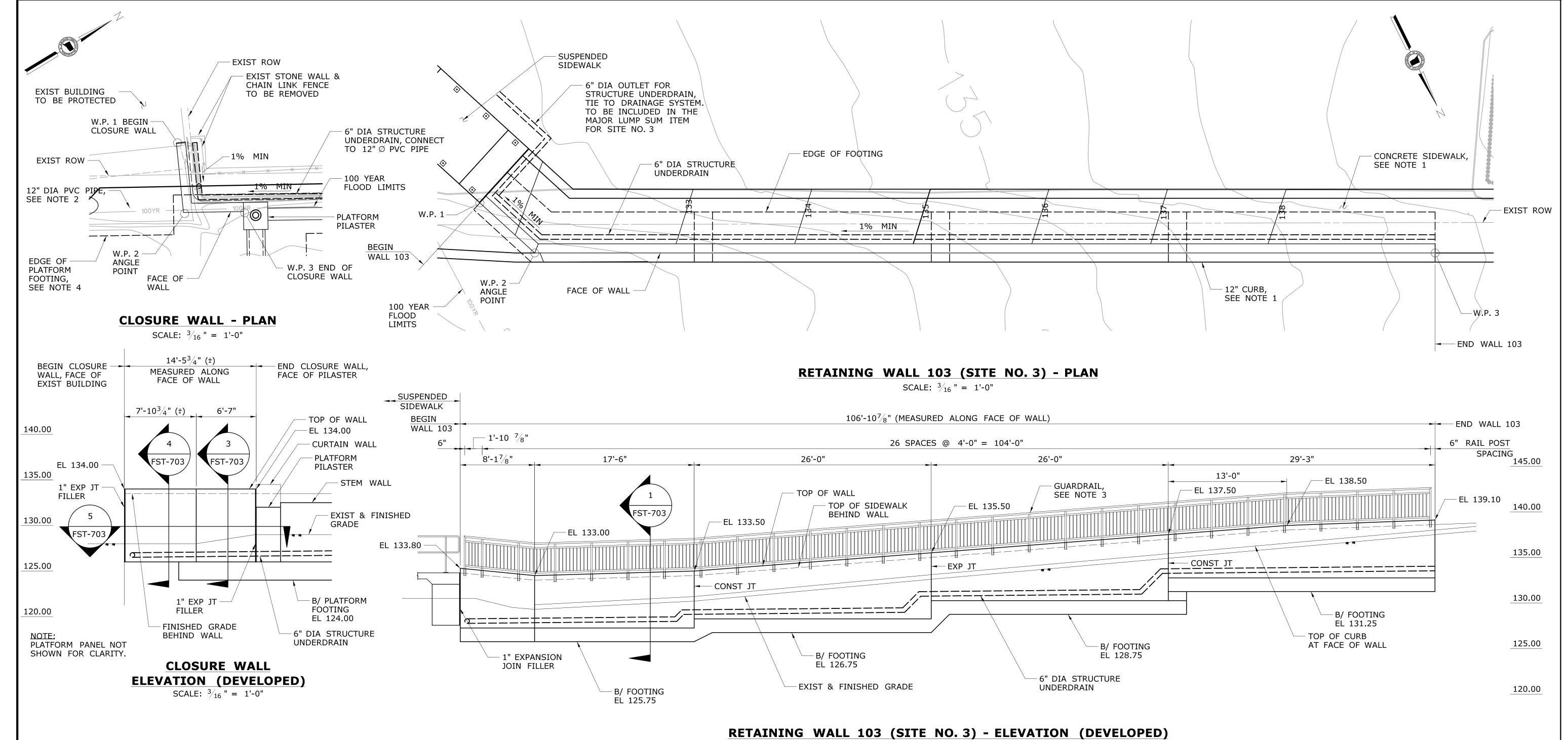
MERIDEN

FST-701 03.12.056 & ELEVATIONS 1

170-3155

RETAINING WALL PLANS

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CLOSURE WALL WORKING POINT COORDINATES NORTHING **EASTING** W.P. 1* 757,308.96 986,021.26 757,305.13 986,028.07

W.P. 2

W.P. 3

REV. DATE

* WORKING POINT 1 IS BASED UPON THE SURVEYED LOCATION OF THE FACE OF THE EXISTING BUILDING AND SHALL BE FIELD VERIFIED. COORINATES ARE APPROXIMATE AND ARE PROVIDE FOR INFORMATION ONLY. FIELD ADJUST BASED ON THE ENGINEER'S RECOMMENDATION AS REQUIRED.

REVISION DESCRIPTION

757,310.56

RETAINING WALL 103 (SITE NO. 3) WORKING POINT COORDINATES NORTHING EASTING W.P. 1 757,432.20 986,087.51

757,439.97

757,489.43

W.P. 2

W.P. 3

SCALE: $\frac{3}{16}$ " = 1'-0"

NOTES:

- 1. SEE "CIVIL PLANS" FOR DETAILS.
- 2. SEE "DRAINAGE AND GRADING PLANS" FOR DETAILS.
- 3. SEE "ARCHITECRUAL PLANS" FOR DETAILS.
- 4. FOR PLATFORM FOOTING DIMENSIONS AND DETAILS, SEE DRAWINGS "FOUNDATION LAYOUT" AND "PLATFORM SECTIONS AND DETAILS".
- 5. CLOSURE WALL & SUSPENDED SIDEWALK TO BE INCLUDED IN THE MAJOR LUMP SUMP ITEMS FOR SITE NO. 3.

| | | THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. |
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SHEET NO. Plotted Date: 1/27/2014

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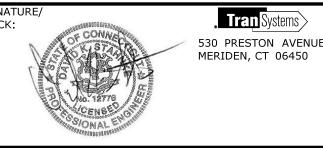
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NEW HAVEN - HARTFORD SPRINGFIELD RAIL CORRIDOR

MERIDEN 170-3155 **RETAINING WALL PLANS** 03.12.057 & ELEVATIONS 2

FST-702

